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Publications



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# SESSIONAL PAPERS.

74

VOLUME 9.

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FIRST SESSION OF THE SIXTH PARLIAMENT

OF THE

DOMINION OF CANADA

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SESSION 1887.

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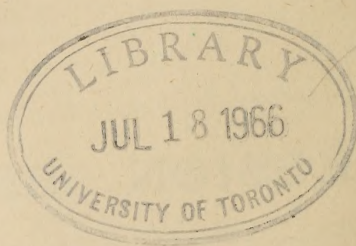
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See also Numerical List, page 4.

# ALPHABETICAL INDEX

## TO THE

# SESSIONAL PAPERS

## OF THE

# PARLIAMENT OF CANADA.

FIRST SESSION, SIXTH PARLIAMENT, 1887.

<b>A</b>		<b>C</b>	
Adulteration of Food.....	8c	Canadian Section, Colonial Exhibition, Report on.....	12*
Agriculture, Annual Report.....	12	Canals, Expenditure on.....	8c
Alberta and Athabasca Railway Co.....	74	Canal Statistics.....	8a
Archives, Canadian.....	12b	Canal Tolls.....	8b
Auditor General, Annual Report.....	3	Census in Manitoba.....	29
<b>B</b>		Chambly Canal Superintendent.....	42
Banff Springs Reservation.....	82	Change of Names of Places.....	66a
Banks, Shareholders in.....	18	Chinese Immigration.....	57, 57a
Baptisms, Marriages and Burials.....	26	Chippewa Indians.....	20a
Board of Examiners, Civil Service, Report of.....	5a	Civil Service List.....	5b
Bonds and Securities.....	38	Civil Service Promotions and Appointments.....	5c, 5e
Bossière Bros. & Co.....	72	Civil Service, Report of Board of Examiners.....	5a
Bremner, Mr., Report of.....	39	Civil Service Superannuations.....	25
Bridge across Welland Canal.....	42a	Claim of Six Nation Indians.....	20b
British American Vessels, Seizure of.....	48, 48a	Claims in the Disputed Territory.....	19a
British Canadian Loan and Investment Co.....	27	Clerk of the Crown in Chancery, Returns from.....	53, 53a, 53b
British Columbia, Defences of.....	62	Collings, James, M.D.....	32
British Copyright Works.....	36	Colonial Conference.....	45, 45a
Brokovski, Edward.....	73	Commercial Relations with France.....	88
<b>C</b>		Commissioner, Dominion Police.....	28
Cadets, Royal Military College.....	84	Commissioner, North-West Mounted Police.....	7a
Canadian Archives.....	12b	Consolidated Fund.....	24
Canadian Pacific Railway.....	34 to 34d	Criminal Statistics.....	12a
Correspondence between Interior Department and C. P. R.....	34	<b>D</b>	
Agreements with James Leamy and Donald McGillivray.....	34a	Defences of British Columbia.....	62
Reports on Work—Selection or Reservation of Land—Point Douglas—Lands at Donald—Lands on Indian Reserve at False Creek—Payment of Moneys—New Westminster Branch—Sudbury and Stobie Mines Branch—Extension of Algoma Branch—Rates and Tolls—Particulars under Consolidated Railway Act.....	34b	Deposits in P. O. Savings Banks.....	37
Town Site of Regina.....	34c	Disputed Territory, Claims in the.....	19a
Lands sold in Manitoba.....	34d	Dominion Lands granted Railway Companies.....	74
<b>E</b>		Dominion Police Commissioner.....	28
Canadian Section, Colonial Exhibition, Report on.....	12*	Dynamite imported into Halifax.....	61
Canals, Expenditure on.....	8c	<b>E</b>	
Canal Statistics.....	8a	Election Returns, 1887.....	53b
Canal Tolls.....	8b	Electoral District of Kamouraska.....	47
Census in Manitoba.....	29	Elgin County, Junior Judge for.....	56
Chambly Canal Superintendent.....	42	Esquimalt and Nanaimo Railway.....	83
Change of Names of Places.....	66a		
Chinese Immigration.....	57, 57a		
Chippewa Indians.....	20a		
Civil Service List.....	5b		
Civil Service Promotions and Appointments.....	5c, 5e		
Civil Service, Report of Board of Examiners.....	5a		
Civil Service Superannuations.....	25		
Claim of Six Nation Indians.....	20b		
Claims in the Disputed Territory.....	19a		
Clerk of the Crown in Chancery, Returns from.....	53, 53a, 53b		
Collings, James, M.D.....	32		
Colonial Conference.....	45, 45a		
Commercial Relations with France.....	88		
Commissioner, Dominion Police.....	28		
Commissioner, North-West Mounted Police.....	7a		
Consolidated Fund.....	24		
Criminal Statistics.....	12a		



<b>E</b>					<b>J</b>
Estimates, 1887-88.....	2		Jackson, Lieut.-Col. W. H., Report of.....	9c	
Examinations for Promotion.....	5d		Junior Judge, County of Elgin.....	56	
Exchange Bank.....	33		Justice, Annual Report.....	4	
Expenditure and Receipts.....	24a, 24b		<b>K</b>		
Expenditure on Canals.....	8c		Kamouraska, Electoral District of.....	47	
Expenses, Unforeseen.....	22		Kamouraska, Wharf at.....	68	
Exports and Imports.....	31		Kingsport, Railway from.....	78	
<b>F</b>			Kingston and Montreal Forwarding Co.....	85	
Fabre, Hon. Mr., Report of.....	88		<b>L</b>		
Final Report of War Claims Commission....	9b		Langlois, Polydore, Wharf of.....	68	
Fisheries, Annual Report.....	16		Lands on Vancouver Island.....	83	
Fisheries Protection Service.....	16a		Lands sold in Manitoba by C. P. R.....	34d	
Fisheries Question, Correspondence relative to.....	16b		Laurie, Major-General, Report of.....	9d	
Fishing Bounties.....	16c		Leamy, James, Agreement with.....	34a	
Fishing Rights of Indians.....	20		Leeds and Grenville Licensees.....	89	
Food, Adulteration of.....	8c		Les Fonds Post Office.....	35	
Franchise Act.....	47a, 47b		Library of Parliament, Annual Report.....	17	
<b>G</b>			Licenses to cut Timber.....	19	
Gauging Molasses.....	39		List of Shipping.....	15c	
Giasson, Napoléon, Dismissal of.....	64		Lobster Fishery.....	16d	
Governor General's Warrants.....	21, 21a, 21b		<b>M</b>		
Grain and Animal Products.....	52		Main Ducks and Yorkshire Islands.....	71	
Grain carried on Intercolonial Railway.....	54		Manitoba Census.....	29	
Gray, John, Appointment of.....	23		Marine, Annual Report.....	15	
<b>H</b>			Medicine Hat Railway and Coal Co.....	74	
Haldimand Election Recount.....	53		Metlakahtla Indians.....	20d	
Halifax, Dynamite imported into.....	61		Militia, Annual Report.....	9	
Harbor of Pinette.....	30c		Militia List.....	9a	
Harbor of Refuge at Port Rowan.....	30b		Miscellaneous Unforeseen Expenses.....	22	
Harbor of Refuge at Wellington.....	30a		Montmorency Voters' List.....	53c	
High Commissioner.....	65		Montreal Cotton Company.....	67	
Howe, William and George, Amounts paid..	70		Montreal Flood Commission.....	46	
Hudson Bay Expedition.....	15b		Mortuary Statistics.....	12c	
<b>I</b>			Mounted Police, Report of Commissioner....	7a	
Ice-boats owned by Government.....	49		Murray Canal.....	42b	
Imperial Institute.....	79, 79a		<b>Mc</b>		
Indian Affairs, Administration of.....	81		McDougall, Michael.....	16a	
Indian Affairs, Annual Report.....	6		McGillivray, Donald, Agreement with.....	34a	
Indian Reserve near Georgian Bay.....	20c		McKay, William, Amounts paid.....	70	
Indians, Fishing Rights of.....	20		McLaren, Inspector, Report of.....	39	
Inland Revenue, Annual Report.....	8		<b>N</b>		
Inspection of Weights, Measures and Gas... 8b			Names of Places changed.....	66	
Insurance Companies, Abstract of State-ments of.....	14a		"Neptune," Steamer.....	41	
Insurance, Reports of Superintendent, 1885 and 1886.....	14, 14b		"Northern Light," Steamer.....	40	
<b>Intercolonial Railway—</b>			North Shore Railway.....	55	
Rolling Stock.....	75		Nova Scotia Central Railway Co.....	69	
Pullman and Parlor Cars.....	75a		<b>O</b>		
Oil furnished.....	75b		O'Donoghue, M. F.....	77	
Capital Expenditure.....	75c		Oxford to New Glasgow, Railway from.....	4a	
Casualties to Trains.....	75d		<b>P</b>		
Revenue and Expenditure.....	75e		Penitentiary, St. Vincent de Paul.....	4a to 4c	
Wire and other Fencing.....	75f		Permits to cut Timber.....	1	
Grain carried on.....	54		Pinette Harbor.....	3	
Interior, Annual Report.....	7		Port Hood Harbor.....	3	
Interior Department and C. P. R.....	34		Port Moody, Wharf at.....	3	
			Port Rowan, Harbor of Refuge at.....	3b	



**P**

Postmaster-General, Annual Report .....	10
Post Office at Les Fonds.....	35
Post Office Savings Banks.....	37
Preventive Officers.....	50
Prince Edward County Voters' Lists.....	47 <i>b</i>
Prince Edward Island, Subsidy to.....	60
Prince Edward Island Subway .....	63
Promotion Examinations.....	5 <i>d</i>
Public Accounts, Annual Report.....	2
Public Works, Annual Report .....	11
Public Works Expenditure.....	11 <i>a</i>

**Q**

Qu'Appelle, Long Lake and Saskatchewan Railway Co. ....	74
--	----

**R**

Railway Commission.....	13 <i>b</i>
Railway Companies, Subsidies to .....	80
Railway from Oxford to New Glasgow.....	44
Railways and Canals, Annual Report.....	13
Railway Statistics.....	13 <i>a</i>
Receipts and Expenditure.....	24, 24 <i>a</i>
Recommendations for Scrip.....	59
Regina Town Site .....	34 <i>c</i>
Report of Executive Commissioner, Colonial Exhibition .....	12*
Representatives at Colonial Conference.....	45
Returning Officers, Particulars concerning..	53 <i>a</i>
Revising Officers, Remuneration to .....	47 <i>c</i>
Royal Military College Cadets .....	84

**S**

Schooner "Ste. Anne" .....	86
Scrip, Recommendations for.....	59
Secretary of State, Annual Report.....	5
Seed Grain Advances .....	52 <i>a</i>
Seizure of British American Vessels .....	48, 48 <i>a</i>
Seymour, M. H., M.D. ....	32
Shareholders of Banks .....	18
Shipping List.....	15 <i>c</i>
Six Nation Indians, Claim of.....	20 <i>b</i>
Steamboat Inspection.....	15 <i>a</i>
Steamship Service between France and Canada .....	72
St. Vincent de Paul Penitentiary.....	4 <i>a</i> to 4 <i>q</i>
Supplementary Report of Inspector of Penitentiaries.....	4 <i>a</i>
Report of Inspector Moylan .....	4 <i>b</i>
Escape of Fortier .....	4 <i>c</i>
Charges against Roumald Gadbois.....	4 <i>d</i>
Memorandum from J. G. Baillairgé.....	4 <i>e</i>
Escape of Dorion .....	4 <i>f</i>

**S**

St. Vincent de Paul Penitentiary— <i>Continued.</i>	
Addenda for Defence of Warden.....	4 <i>g</i>
Defence of Warden.....	4 <i>h</i>
Letter of J. B. Désormeau .....	4 <i>i</i>
Reconciliation between Warden and As- sistants.....	4 <i>j</i>
Letter of J. E. Durocher .....	4 <i>k</i>
Escape of Herwood and Williams.....	4 <i>l</i>
Complaints by Chief Keeper McCarthy....	4 <i>m</i>
Charges by "L'Etendard".....	4 <i>n</i>
Evidence of Employees.....	4 <i>o</i>
Letter of J. H. Bellerose and others .....	4 <i>p</i>
Complaints against Adolphe Lefavre.....	4 <i>q</i>
Subsidies to Railway Companies.....	80
Subsidy to Prince Edward Island.....	60
Subway, Prince Edward Island.....	63
Superannuations, Civil Service.....	25
Superintendent of Chambly Canal .....	42
Supplementary Estimates .....	2
Swisher, Joseph.....	76

**T**

Taché, Madame V., Wharf of.....	68
Taylor, Judge, Report of.....	56 <i>a</i>
Tea imported.....	51
Thunder Bay District, Explorations in .....	66
Timber, Licenses and Permits to cut.....	19
Timber, Sale of .....	20 <i>c</i>
Tracadie Harbor.....	58
Trade and Navigation, Annual Report .....	1
Trade Relations with West Indies.....	43
Travis, Hon. Jeremiah, Enquiry respecting	56 <i>a</i>
Town Sites in the North-West.....	34 <i>c</i>

**U**

Unforeseen Expenses .....	22
---------------------------	----


**V**

Vancouver Island, Lands on.....	83
Voters' Lists, Prince Edward County.....	47 <i>a</i> , 47 <i>b</i>

**W**

Walters, John, Charges against.....	71
War Claims Commission, Final Report of..	9 <i>b</i>
Warrants, Governor General's.....	21, 21 <i>a</i> , 21 <i>b</i>
Weights, Measures and Gas, Inspection of..	8 <i>b</i>
Welland Canal, Bridge across the .....	42 <i>a</i>
Wellington, Harbor of Refuge at.....	30 <i>a</i>
West Indies, Trade Relations with .....	43
Wharf at Port Moody.....	34 <i>a</i>
Windsor and Annapolis Railway .....	87
Wire Fencing.....	75 <i>f</i>
Wood, A. F.....	42 <i>b</i>



See also Alphabetical Index, page 1. 

## LIST OF SESSIONAL PAPERS

*Arranged in Numerical Order, with their Titles at full length; the Date when Ordered and when Presented to both Houses of Parliament; <sup>7</sup>/<sub>a</sub> Name of the Member who moved for each Sessional Paper, and whether it is Ordered to be Printed or Not Printed.*

### ERRATUM FOR LIST OF 1886.

On page 6, Return No. 9a, read *Printed for Distribution only*, instead of *Not printed*.

### CONTENTS OF VOLUME A.

Census, 1886, of Province of Manitoba.....*Printed for both Distribution and Sessional Papers.*

### CONTENTS OF VOLUME No. 1.

1. Tables of the Trade and Navigation of the Dominion of Canada, for the fiscal year ended 30th June, 1886. Presented to the House of Commons, 15th April, 1887, by Hon. M. Bowell—  
*Printed for both Distribution and Sessional Papers.*

### CONTENTS OF VOLUME No. 2.

2. Public Accounts of Canada, for the fiscal year ended 30th June, 1886. Presented to the House of Commons, 15th April, 1887, by Sir Charles Tupper. Estimates for the fiscal year ending 30th June, 1888; presented 9th May, 1887. Supplementary Estimates of Canada for the fiscal year ending 30th June, 1887; presented 14th June, 1887. Supplementary Estimates of Canada for the fiscal year ending 30th June, 1888; presented 14th June, 1887. Additional Supplementary Estimates for the year expiring 30th June, 1888; presented 20th June, 1887—  
*Printed for both Distribution and Sessional Papers.*

### CONTENTS OF VOLUME No. 3.

3. Annual Report of the Auditor-General on Appropriation Accounts, for the year ended 30th June, 1886. Presented to the House of Commons, 18th April, 1887, by Sir Charles Tupper—  
*Printed for both Distribution and Sessional Papers.*

### CONTENTS OF VOLUME No. 4.

4. Report of the Minister of Justice as to Penitentiaries in Canada, for the year ended 30th June, 1886. Presented to the House of Commons, 19th April, 1887, by Sir John A. Macdonald—  
*Printed for both Distribution and Sessional Papers.*
- 4a. Supplementary Report of the Inspector of Penitentiaries, for the year ended 30th June, 1886. Presented to the House of Commons, 3rd June, 1887, by Hon. J. S. D. Thompson—  
*Printed for Department of Justice only.*
- 4b. Return to an Address of the Senate to His Excellency the Governor General, dated 21st May, 1886, praying His Excellency to be pleased to cause to be laid before this House, a copy of the report of Inspector Moylan, upon the complaints made in 1884 by Deputy Warden Ouimet, of St. Vincent de Paul Penitentiary, against J. E. Durocher, ex-Guard of that institution, with copies of the evidence taken at the time of the enquiry referred to, and of the judgment of the Honorable the Minister of Justice; also copies of all other documents relating to such complaints. Presented to the Senate, 27th May, 1887.—*Hon. Mr. Bellerose..... See 4a.*
- 4c. Return to an Address of the Senate to His Excellency the Governor General, dated 12th May, 1886, for copies of the reports made by the Inspector of Penitentiaries upon the escape of one Fortier, a prisoner, from the penitentiary of St. Vincent de Paul, on or about the 1st October,



- 1884; and also copies of the evidence taken at the time of the enquiries referred to, and of all other documents forming part of the record thereof. Presented to the Senate, 31st May, 1887.—*Hon. Mr. Bellerose*..... See 4a.
- 4d. Return to an Address of the Senate to His Excellency the Governor General, dated 14th May, 1886, for a copy of the report upon the enquiry made by Inspector Moylan into certain complaints or charges against Romuald Gadbois, one of the employees at St. Vincent de Paul Penitentiary, at the end of the year 1884, or the commencement of the year 1885, together with copies of the evidence taken, and of all other documents forming part of the record thereof. Presented to the Senate, 31st May, 1887.—*Hon. Mr. Bellerose*..... See 4a.
- 4e. Return to an Address of the Senate to His Excellency the Governor General, dated 17th May, 1886, for a copy of a letter or memorandum addressed by J. G. Baillairgé, Esquire, one of the members of the commission appointed to make an investigation into the management of the St. Vincent de Paul Penitentiary, in 1884, to Godfroi Laviolette, Esquire, Warden of that penitentiary, requesting the latter to withdraw from his reply to the defence of Mr. Téléphore Ouimet all that might be considered an attack upon, or complaint against the inspector, the other member of the commission of enquiry; also a copy of Mr. Laviolette's answer to this demand; also a copy of the report upon the state of that institution, made by the warden of the aforesaid penitentiary to the inspector after the customary visit of the latter at the beginning of the present year 1886, probably in February last, if such report has been made; also a copy of the judgment or decision of the Honorable Minister of Justice following the report by Messieurs Moylan and Baillairgé upon the enquiry held by them in 1884 into the management of St. Vincent de Paul Penitentiary. Presented to the Senate, 31st May, 1887.—*Hon. Mr. Bellerose*..... See 4a.
- 4f. Return to an Address of the Senate to His Excellency the Governor General, dated 20th May, 1886, for a copy of Inspector Moylan's report on the enquiry made by him into the escape of one Dorion, one of the convicts then confined in St. Vincent de Paul Penitentiary, with copies of the evidence and of all other documents bearing upon that escape, including the decision of the Government upon the said report. Presented to the Senate, 31st May, 1887.—*Hon. Mr. Bellerose*..... See 4a.
- 4g. Return to an Address of the Senate to His Excellency the Governor General, dated 20th May, 1886, for a copy of the *addenda* for the written defence of the Warden of St. Vincent de Paul Penitentiary, filed at the end of the inquiry of 1884; also a copy of the reply of the said warden to the answers of Deputy Warden Ouimet to the charges made against him by the warden. Presented to the Senate, 31st May, 1887.—*Hon. Mr. Bellerose*..... See 4a.
- 4h. Return to an Address of the Senate to His Excellency the Governor General, dated 10th May, 1886, for a copy of the plea or defence, in writing, of Warden Laviolette, filed at the end of the enquiry, made in 1884, into the administration of the penitentiary of St. Vincent de Paul, by Messieurs Moylan and Baillairgé. Presented to the Senate, 31st May, 1887.—*Hon. Mr. Bellerose*..... See 4a.
- 4i. Return to an Address of the Senate to His Excellency the Governor General, dated 30th April, 1886, for a copy of a letter to the warden of the penitentiary of St. Vincent de Paul, dated 31st July, 1885, signed by ex-Keeper J. B. Desormeau, of the said penitentiary, against his dismissal, and making most serious charges against certain officials, and asking for an indemnity. Presented to the Senate, 31st May, 1887.—*Hon. Mr. Bellerose*..... See 4a.
- 4j. Return to an Address of the Senate to His Excellency the Governor General, dated 20th May, 1886, for a copy of the report made by the warden of St. Vincent de Paul Penitentiary upon the fact of a reconciliation having taken place between that officer and his two assistants—the deputy warden and the head keeper—as ordered by the Minister of Justice, and as also mentioned in the annual report of the inspector for 1884-85, page xxv, lines 21, 22, 23, 24. Presented to the Senate, 31st May, 1887.—*Hon. Mr. Bellerose*..... See 4a.
- 4k. Return to an Address of the Senate to His Excellency the Governor General, dated 5th May, 1886, for the copy of a letter to the warden of the penitentiary of St. Vincent de Paul, dated 31st July, 1885, and signed by ex-Guard J. E. Durocher, protesting against his dismissal, and making serious charges against certain officials. Presented to the Senate, 31st May, 1887.—*Hon. Mr. Bellerose*..... See 4a.
- 4l. Return to an Address of the Senate to His Excellency the Governor General, dated 14th May, 1886, for copies of all reports which may have been made by Inspector Moylan, or by any other persons appointed by the Government for that purpose, on and upon the occasion of the escapes,

in 1881. of certain persons named Herwood and Williams, then prisoners at St. Vincent de Paul Penitentiary, as well as copies of all evidence taken at the enquiries which preceded these reports; and also copies of all other documents forming part of the record thereof. Presented to the Senate, 31st May, 1887.—*Hon. Mr. Bellerose*.....*See 4a.*

- 4m. Return to an Address of the Senate to His Excellency the Governor General, dated 21st May, 1886, for a copy of the report of Inspector Moylan upon the complaints made in 1884 by Chief Keeper McCarthy, of St. Vincent de Paul Penitentiary, against Hector Demers, then Guard in that institution, with copies of the evidence taken, and of the judgment rendered by the Honorable the Minister of Justice; and also copies of all other documents relating to such complaints Presented to the Senate, 31st May, 1887.—*Hon. Mr. Bellerose*.....*See 4.*
- 4n. Return to an Address of the Senate to His Excellency the Governor General, dated 19th May, 1886, praying His Excellency to be pleased to cause to be laid before this House, a copy of a letter from the Department of Justice, Penitentiaries Branch, addressed, on or about the 18th of June, 1883, to the Warden of St. Vincent de Paul Penitentiary, requesting that officer to draw the attention of the deputy warden of that institution to certain charges brought against the latter by "L'Etendard" newspaper, which accused him of having unduly interfered in the elections for the county of Laval in 1883; also a copy of the reply of the said deputy warden; also a copy of a second letter of the Department of Justice, Penitentiaries Branch, to the said warden, on the subject of a new charge brought against the latter officer by the same newspaper, which complained that Deputy Warden Ouimet made use of convicts to carry on his correspondence, and particularly to prepare the reply mentioned in the first place, and requiring the warden to demand an explanation from his deputy on this subject, with the reply of the deputy warden; also copies of all other memoranda, documents, letters, &c., which may form part of the record, whether they be dated before or after the documents herein above mentioned. Presented to the Senate, 27th May, 1887.—*Hon. Mr. Bellerose*.....*See 4a.*
- 4o. Return to an Address of the Senate to His Excellency the Governor General, dated 19th May, 1886, for copies of the evidence of Jean Baptiste Desormeau, Jos. E. Durocher and Hector Demers, formerly employees at St. Vincent de Paul Penitentiary; also copies of the evidence of Félix Lesage, Guard; Léandre Mazuret, Steward; Noël Beuparlant, Instructor of Shoemaking; Adolphe Lefebvre, Messenger; George B. Lamarche, Storekeeper, and Godfroi Laviolette, Warden, who were called upon to give evidence in 1884, at the time of the enquiry into the management of the aforesaid penitentiary, made by Messieurs Moylan and Baillairgé, the commissioners appointed for that purpose. Presented to the Senate, 31st May, 1887.—*Hon. Mr. Bellerose*.....*See 4a.*
- 4p. Return to an Address of the Senate to His Excellency the Governor General, dated 27th May, 1887, praying that His Excellency will be graciously pleased to cause to be laid before this House a copy of a letter dated 10th September, 1886, and signed by Jos. H. Bellerose, in relation to the difficulties at the St. Vincent de Paul Penitentiary, together with a copy of a letter from C. A. Nutting, Esq., Advocate, dated 28th August, 1886, upon the same subject; and also a copy of the report of Mr. Sherwood, Superintendent of Government Police, charged by the Honorable the Minister of Justice with the verification of the facts contained in the last-mentioned letter. Presented to the Senate, 3rd June, 1887.—*Hon. Mr. Bellerose*.....*See 4a.*
- 4q. Return to an Address of the Senate to His Excellency the Governor General, praying that His Excellency will be graciously pleased to cause to be laid before this House, copies of all complaints which may have been made by the authorities of the St. Vincent de Paul Penitentiary, since the 24th April, 1886, against Adolphe Lefavre, formerly an employee of the penitentiary; as also of all reports which the inspector may have made since the same date against the said Lefavre, together with copies of the decisions which the Honorable the Minister of Justice may have given upon these reports and complaints. Presented to the Senate, 23rd June, 1887.—*Hon. Mr. Bellerose*.....*See 4a.*
5. Report of the Secretary of State of Canada, for the year ended 31st December, 1886. Presented to the House of Commons, 21st April, 1887, by Hon. J. A. Chapleau—  
*Printed for both Distribution and Sessional Papers.*
- 5a. Report of the Board of Examiners for the Civil Service in Canada, for the year ended 31st December, 1886. Presented to the House of Commons, 21st April, 1887, by Hon. J. A. Chapleau.....*Printed for both Distribution and Sessional Papers*



- 5b. The Civil Service List of Canada, on the 1st July, 1886, pursuant to the 59th section of the Civil Service Act. Presented to the House of Commons, 17th May, 1887, by Hon. J. A. Chapleau..... *Printed for both Distribution and Sessional Papers.*
- 5c. Return of the names and salaries of all persons appointed to or promoted in the Civil Service during the year ending 1886, in terms of section 58, sub-section 2, of "The Civil Service Act" (Revised Statutes 17). Presented to the House of Commons, 29th April, 1887, by Hon. J. A. Chapleau..... *Printed for Sessional Papers only.*
- 5d. Return to an Order of the House of Commons, dated 11th May, 1887, for statement showing names of all candidates at the promotion examinations held at Ottawa, beginning on 1st March, past; names of all who passed such examinations and copies of all examination papers submitted to such candidates; also statement showing whether any, and, if so, which of such candidates were examined at such examinations later than the said 1st of March, and what questions were submitted to such candidate or candidates. Presented to the House of Commons, 25th May, 1887.—*Mr. Casey*..... *Not printed.*
- 5e. Return to an Order of the House of Commons, dated 20th April, 1887, for a Return showing :  
1. The number of vacancies in the Civil Service on the 1st day of January, 1887, caused by superannuation during the year 1886. 2. The number since filled, and whether filled by promotions or new appointments. 3. The date of the appointment, the names of the party promoted or appointed, and the salary paid. 4. The names of all new appointments to the Civil Service since the 1st day of January, 1886, up to the 1st April instant, the position to which they have been appointed and the salary paid; also the respective ages of the appointees; also the changes and new appointments in the Senate and House of Commons. Presented to the House of Commons, 30th May, 1887.—*Mr. McMullen*..... *Not printed.*

### CONTENTS OF VOLUME No. 5.

6. Annual Report of the Department of Indian Affairs, for the year ended 31st December, 1886. Presented to the House of Commons, 15th April, 1887, by Sir John A. Macdonald—  
*Printed for both Distribution and Sessional Papers.*

### CONTENTS OF VOLUME No. 6.

7. Annual Report of the Department of the Interior, for the year ended 31st December, 1886. Presented to the House of Commons, 18th April, 1887, by Hon. Thos. White—  
*Printed for both Distribution and Sessional Papers.*
- 7a. Report of the Commissioner of the North-West Mounted Police Force, 1886. Presented to the House of Commons, 6th June, 1887, by Sir John A. Macdonald—  
*Printed for both Distribution and Sessional Papers.*

### CONTENTS OF VOLUME No. 7.

8. Report, Returns and Statistics of the Inland Revenues of the Dominion of Canada, for the fiscal year ended 30th June, 1886. Presented to the House of Commons, 15th April, 1887, by Hon. J. Costigan..... *Printed for both Distribution and Sessional Papers.*
- 8a. Canal Statistics for season of navigation, 1885, being Supplement No. 1 to the Inland Revenue Report, for the year ended 30th June, 1886—  
*Printed for both Distribution and Sessional Papers.*
- 8b. Thirteenth Report on Inspection of Weights, Measures and Gas, being Supplement No. 2 to the Report of the Department of Inland Revenue. Presented to the House of Commons, 20th April, 1887, by Hon. J. Costigan..... *Printed for both Distribution and Sessional Papers.*
- 8c. Report on Adulteration of Food, being Supplement No. 3 to the Report of the Department of Inland Revenue..... *Printed for both Distribution and Sessional Papers.*
- 8d. Statement showing the amount of tolls accrued on all the canals for eleven months ended 31st May, 1887. Presented to the House of Commons, 20th June, 1887, by Sir Charles Tupper—  
*Not printed.*
- 8e. Statement showing comparatively the expenditure on canals for the eleven months ending 31st May, 1886, and to 31st May, 1887. Presented to the House of Commons, 20th June, 1887, by Sir Charles Tupper..... *Not printed.*

### CONTENTS OF VOLUME No. 8.

9. Annual Report of the Department of Militia and Defence of the Dominion of Canada, for the year ended 31st December, 1886. Presented to the House of Commons, 15th April, 1887, by Sir Adolphe Caron.....*Printed for both Distribution and Sessional Papers.*
- 9a. The Militia List of the Dominion of Canada. Corrected to 1st January, 1887. Presented to the House of Commons, 15th April, 1887, by Sir Adolphe Caron—  
*Printed for both Distribution and Sessional Papers.*
- 9b. Final Report of War Claims Commission on matters in connection with the suppression of the rebellion in the North-West Territories in 1885, being continuation of Appendix No. 4 to the Report of 18th May, 1886, of the Department of Militia and Defence. Presented to the House of Commons, 4th May, 1887, by Sir Adolphe Caron—  
*Printed for both Distribution and Sessional Papers.*
- 9c. Report of Lieutenant-Colonel W. H. Jackson, Deputy Adjutant-General, Principal Supply, Pay and Transport Officer to the North-West Forces, and Chairman of War Claims Commission, on matters in connection with the suppression of the rebellion in the North-West Territories in 1885. Presented to the House of Commons, 4th May, 1887, by Sir Adolphe Caron—  
*Printed for both Distribution and Sessional Papers.*
- 9d. Report of Major General Laurie, commanding base and lines of communication, upon matters in connection with the suppression of the rebellion in the North-West Territories in 1885. Presented to the House of Commons, 23rd June, 1887, by Sir Adolphe Caron—  
*Printed for both Distribution and Sessional Papers.*

### CONTENTS OF VOLUME No. 9.

10. Annual Report of the Postmaster General, for the year ended 30th June, 1886. Presented to the House of Commons, 15th April, 1887, by Hon. A. W. McLellan—  
*Printed for both Distribution and Sessional Papers.*
11. Annual Report of the Minister of Public Works of Canada, for the fiscal year 1885-86, on the works under his control. Presented to the House of Commons, 18th April, 1887, by Sir Hector Langevin.....*Printed for both Distribution and Sessional Papers.*
- 11a. Statement of Expenditure on Public Works of the Dominion of Canada, from 1st July, 1867, to 30th June, 1881; also Statement of Expenditure prior to and since Confederation—  
*Printed for both Distribution and Sessional Papers.*

### CONTENTS OF VOLUME No. 10.

12. Report of the Minister of Agriculture for the Dominion of Canada, for the calendar year 1886. Presented to the House of Commons, 20th April, 1887, by Hon. J. Carling—  
*Printed for both Distribution and Sessional Papers.*
- 12\*. Report of Sir Charles Tupper, G.C.M.G., C.B., Executive Commissioner, on the Canadian Section of the Colonial and Indian Exhibition at South Kensington, 1886. Presented to the House of Commons, 25th April, 1887, by Hon. J. Carling—  
*Printed for both Distribution and Sessional Papers.*
- 12a. Criminal Statistics for the year 1885, being an Appendix to the Report of the Minister of Agriculture, for the year 1885. Presented to the House of Commons, 25th April, 1887, by Hon. J. Carling.....*Printed for both Distribution and Sessional Papers.*

### CONTENTS OF VOLUME No. 11.

- 12b. Report on Canadian Archives, 1886.....*Printed for both Distribution and Sessional Papers.*

### CONTENTS OF VOLUME No. 12.

- 12c. Abstracts of the Returns of Mortuary Statistics for the year 1886—  
*Printed for both Distribution and Sessional Papers.*



- 13.** Annual Report of the Minister of Railways and Canals, for the past fiscal year, from the 1st July, 1885, to the 30th June, 1886, on the works under his control. Presented to the House of Commons, 19th April, 1887, by Hon. J. H. Pope. *Printed for both Distribution and Sessional Papers.*
- 13a.** Reports and Railway Statistics of Canada, and capital, traffic and working expenditure of the railways of the Dominion, 1885-86 ..... *Printed for both Distribution and Sessional Papers.*
- 13b.** Return to an Address of the House of Commons to His Excellency the Governor General, dated 25th April, 1887, for a Return showing names, occupations and callings of the gentlemen appointed on the Railway Commission, showing dates of their appointments; also copies of any instructions given to the Commission, and of all correspondence between the Government and any member of the Railway Commission touching the matters to be enquired into by the Commission, and of the proceedings and evidence had and taken before the Commission, with statement showing (with date) the places where the sittings of the Commission have been held. Presented to the House of Commons 22nd June, 1887.—*Mr. Mulock.....Not printed.*

### CONTENTS OF VOLUME No. 13.

- 14.** Report of the Superintendent of Insurance, for the year ended 31st December, 1885—  
*Printed for both Distribution and Sessional Papers.*
- 14a.** Abstract of Statements of Insurance Companies in Canada, for year ending 31st December, 1886. Presented to the House of Commons, 25th April, 1887, by Sir Charles Tupper—  
*Printed for both Distribution and Sessional Papers.*
- 14b.** Report of the Superintendent of Insurance, for the year ended 31st December, 1886—  
*Printed for both Distribution and Sessional Papers.*

### CONTENTS OF VOLUME No. 14.

- 15.** Nineteenth Annual Report of the Department of Marine, for the fiscal year ended 30th June, 1886. Presented to the House of Commons, 15th April, 1887, by Hon. G. E. Foster.  
*Printed for both Distribution and Sessional Papers.*
- 15a.** Report of the Chairman of the Board of Steamboat Inspection, for calendar year ended 31st December, 1886..... *Printed for both Distribution and Sessional Papers.*
- 15b.** Report of the Hudson Bay Expedition of 1886, under the command of Lieut. A. R. Gordon, R.N.  
*Printed for both Distribution and Sessional Papers.*
- 15c.** List of Shipping issued by the Department of Marine and Fisheries; being a List of Vessels on the Registry Books of the Dominion of Canada, on the 31st day of December, 1886—  
*Printed for both Distribution and Sessional Papers.*

### CONTENTS OF VOLUME No. 15.

- 16.** Annual Report of the Department of Fisheries, Dominion of Canada, for the year 1886. Presented to the House of Commons, 2nd June, 1887, by Hon. G. E. Foster—  
*Printed for both Distribution and Sessional Papers.*
- 16a.** Special Report of the Fisheries Protection Service of Canada, 1886. Presented to the House of Commons, 3rd June, 1887, by Hon. G. E. Foster—  
*Printed for both Distribution and Sessional Papers.*
- 16b.** Correspondence relative to the Fisheries Question, 1885-87. Presented to the House of Commons, 3rd May, 1887, by Hon. G. E. Foster—  
*Printed for both Distribution and Sessional Papers.*
- 16c.** Return to an Order of the House of Commons, dated 6th June, 1887, for a Return showing the names of all persons who applied for fishing bounties for the year 1885, for the district of Grand Marrows and Washabuck, in the county of Victoria, Nova Scotia, showing too the names of those applicants who, for that year, were refused; showing too if the claim for fishing bounty of Michael McDougall was refused, and if so, why; showing too if said McDougall was afterwards appointed fishery warden for the said district, and, if he was, showing who was his immediate predecessor, and if the latter resigned or was dismissed, and if dismissed all papers showing why. Presented to the House of Commons, 22nd June, 1887.—*Mr. Barron..Not printed.*



- 16d.** Return to an Order of the House of Commons, dated 6th May, 1887, for copies of correspondence in connection with the lobster fishery and close season in the Provinces of Nova Scotia and Prince Edward Island. Presented to the House of Commons, 16th June, 1887.—*Mr. Flynn.*  
*Not printed.*
- 17.** Report of the Joint Librarians of Parliament on the state of the Library of Parliament. Presented to the House of Commons, 14th April, 1887, by Hon. Mr. Speaker—  
*Printed for Sessional Papers only.*

## CONTENTS OF VOLUME No. 16.

- 18.** Shareholders in the Chartered Banks of the Dominion of Canada, as on the 31st December, 1886. Presented to the House of Commons, 18th April, 1887, by Sir Charles Tupper.  
*Printed for both Distribution and Sessional Papers.*
- 19.** Return to an Address of the House of Commons to His Excellency the Governor General, dated 8th March, 1886, for a Return showing : 1. The total number of Orders in Council or Departmental Orders, since 1870, recommending the granting of licenses or permits to cut timber in the Dominion of Canada, with the total area (actual or approximate) covered by such orders. 2. For each separate year since 1870, the name and address of each applicant in whose favor such order was made ; the date of each order ; the area covered by each order ; the location of the land covered by each such order ; the ground rent and Crown dues, respectively, paid in each case, and the bonus, if any, in addition to the cost of surveys, in each case required ; also the whole area covered by such orders in each year. 3. The total number of licenses issued under the authority of the several Orders in Council ; the total area covered by each license, whether the area consisted of detached pieces of land or of compact blocks ; and the period of time in each case during which the license was operative ; and in the case of permits, the purpose for which the timber was required. Presented to the House of Commons, 18th April, 1887.—*Mr. Charlton*.....*Not printed.*
- 19a.** Return to an Address of the House of Commons to His Excellency the Governor General dated 6th June, 1887, for copies of all Orders in Council and of all correspondence between the Government of Canada and the Government of the Province of Ontario, and between the Government of Canada and any person or persons, respecting timber licenses and Crown titles to lands affected by claims of settlers, and by mining claims, within the so-called Disputed Territory. Presented to the House of Commons, 15th June, 1887.—*Mr. Dawson*—  
*Printed for both Distribution and Sessional Papers.*
- 20.** Return to an Order of the House of Commons, dated 14th April, 1886, for copies of petitions or letters from the Indians on the North Shore of Lake Huron or Lake Nipissing, with reference to their rights of fishing in those waters ; and correspondence on the same subject between the Department of Indian Affairs and the local superintendents. Presented to the House of Commons, 18th April, 1887.—*Mr. O'Brien*.....*Not printed.*
- 20a.** Return to an Order of the House of Commons, dated 11th May, 1887, for a Return showing the amount of arrears now due to the Chippewa Indians of Lakes Huron and Superior, on the surrender of lands made by them under the Robinson Treaty, and all correspondence between the Indian Department of the Dominion Government and the Provincial Government of Ontario, relative to the same, since the 3rd day of May last. Presented to the House of Commons, 1st June, 1887.—*Mr. O'Brien*.....*Not printed.*
- 20b.** Return to an Order of the House of Commons, dated 2nd May, 1887, for copies of all title deeds, patents, correspondence, and all documents respecting the claim of the Six Nations Indians, as set forth in their petition presented to this House on the 18th April, 1887. Presented to the House of Commons, 16th June, 1887.—*Mr. Paterson (Brant)*—  
*Printed for both Distribution and Sessional Papers.*
- 20c.** Return to an Address of the House of Commons to His Excellency the Governor General dated 6th June, 1887, for copies of all papers, letters, documents, maps, &c., in any way relating to the action of the Dominion Government in setting apart an Indian reserve, under the Robinson or other treaty, between White Fish and Wanabtasch Rivers, several miles inland from the north shore of Georgian Bay ; for copies of all correspondence had between the Government of the

- Dominion of Canada and the Province of Ontario on the subject; and for copies of all correspondence and other documents and papers with the Government of Canada and any person or persons, regarding the sale of timber upon said reserve, if any such sale has been had. Presented to the House of Commons, 23rd June, 1887.—*Mr. Barron*..... *Not printed.*
- 20d. Return to an Address of the Senate to His Excellency the Governor General, dated 21st April, 1887, praying that His Excellency will cause to be laid before this House, copies of the reports of the Commander of Her Majesty's Ship "Cormorant," and of the Superintendent of Indian Affairs for British Columbia, relative to the agrarian troubles last winter at the Indian Reserve of Metlakahla, together with all correspondence during the years 1886 and 1887 between the Dominion and Provincial Governments on the same subjects. Presented to the Senate, 23rd June, 1887.—*Hon. Mr. Macdonald*..... *Not printed.*
21. Statement of Governor General's Warrants issued since last Session of Parliament, on account of the year 1885-86. Presented to the House of Commons, 19th April, 1887, by Sir Charles Tupper..... *Not printed.*
- 21a. Statement of Governor General's Warrants issued since last Session of Parliament, on account of the year 1886-87. Presented to the House of Commons, 19th April, 1887, by Sir Charles Tupper..... *Not printed.*
- 21b. Return to an Order of the House of Commons, dated 5th May, 1887, for Return showing amounts (in detail) expended under Warrants from the Governor General in each of the years from 1872 to 1886, both inclusive. Presented to the House of Commons, 1st June, 1887.—*Sir Richard Cartwright*..... *Printed for Sessional Papers only.*
22. Statement of Miscellaneous Unforeseen Expenses. Presented to the House of Commons, 19th April, 1887, by Sir Charles Tupper..... *Printed for Sessional Papers only.*
23. Return to an Address of the Senate to His Excellency the Governor General, dated 28th May, 1886, for a copy of the Minute of the Treasury Board and Orders in Council appointing the late John Gray, Deputy Collector of Inland Revenue at Prescott; and also a copy of the Order in Council or other Order cancelling said appointment, with their respective dates. Presented to the Senate, 18th April, 1887.—*Hon. Mr. O' Donohoe*..... *Not printed.*
24. Return to an Order of the House of Commons, dated 18th April, 1887, for a Return of the receipts and expenditure, in detail, chargeable to the Consolidated Fund, from the 1st day of July, 1885, to the 10th day of April, 1886, and from the 1st day of July, 1886, to the 10th day of April, 1887, with estimates of receipts and expenditure. Presented to the House of Commons, 21st April, 1887.—*Sir Richard Cartwright*..... *Not printed.*
- 24a. Return to an Order of the House of Commons, dated 25th April, 1887, for a Return showing receipts and expenditure from 1st July to 20th April, in the years 1886 and 1887 respectively, with estimates for each year. Presented to the House of Commons, 28th April, 1887.—*Sir Richard Cartwright*..... *Not printed.*
- 24b. Return to an Order of the House of Commons, dated 2nd May, 1887, for a Return of receipts and expenditures to date of 1st May in the years 1886 and 1887, respectively, together with estimates of each year. Also memorandum of interest to be paid on the 1st of May. Presented to the House of Commons, 5th May, 1887.—*Sir Richard Cartwright*..... *Not printed.*
25. Statement of all superannuations and retiring allowances in the Civil Service, giving the name and rank of each person superannuated, or retired; his salary, age, and length of service; his allowance, and cause of retirement, and whether the vacancy has been filled by promotion or new appointment, &c., for the year ended 31st December, 1886. Presented to the House of Commons, 21st April, 1887, by Sir Charles Tupper..... *Printed for Sessional Papers only.*
26. General statements and returns of baptisms, marriages and burials in the districts of Arthabaska, Chicoutimi, Iberville, Joliette, Montmagny and Saguenay, for the year 1886. Presented to the House of Commons, 25th April, 1887, by Hon. Mr. Speaker..... *Not printed.*
27. Statement of the affairs of the British Canadian Loan and Investment Company, on 31st December, 1886. Presented to the House of Commons, 25th April, 1887, by Hon. Mr. Speaker—*Not printed.*
28. Report of the Commissioner, Dominion Police, under Revised Statutes of Canada, chapter 184, section 5. Presented to the House of Commons, 25th April, 1887, by Hon. J. S. D. Thompson—*Not printed.*



29. Report on Manitoba Census, in accordance with the requirements of the Census Act. Presented to the House of Commons, 27th April, 1887, by Hon. J. Carling.....*Not printed.*
30. Return to an Order of the House of Commons, dated 19th April, 1886, for copies of all correspondence relative to the closing of the northern entrance into Port Hood Harbor, with copies of reports of the Chief Engineer of the Public Works Department in reference to the matter; also copy of plan, specification and tenders asked for by the late Minister of Public Works in 1878. Presented to the House of Commons, 27th April, 1887.—*Mr. Cameron (Inverness)...**Not printed.*
- 30a. Return to an Order of the House of Commons, dated 10th May, 1887, for a Return of correspondence, petitions, reports of the Chief Engineer and others, relative to construction of harbor of refuge at Wellington, Ontario. Presented to the House of Commons, 10th June, 1887.—*Mr. Platt*.....*Not printed.*
- 30b. Return to an Order of the House of Commons, dated 6th May, 1887, for a copy of the report of the Chief Engineer on the construction of a harbor of refuge at or near Port Rowan, Ontario; also a copy of a memorial signed by George Stewart, M.D., and others, upon the subject, and also copies of such correspondence between other parties at Port Rowan and the Government on the same subject as has not already been brought down. Presented to the House of Commons, 10th June, 1887.—*Mr. Charlton*.....*Not printed.*
- 30c. Return to an Order of the House of Commons, dated 27th April, 1887, for copies of all correspondence, Departmental orders, reports and other papers relating to the dredging of the harbor of Pinette, Prince Edward Island. Presented to the House of Commons, 18th June, 1887.—*Mr. Welsh*.....*Not printed.*
31. Return to an Order of the House of Commons, dated 18th April, 1887, for a Return in the form used in the statements usually published in the *Gazette*, of the exports and imports from the 1st day of July, 1886, to the 1st day of April, 1887, distinguishing the products of Canada and those of other countries. Presented to the House of Commons, 27th April, 1887.—*Sir Richard Cartwright*.....*Not printed.*
32. Return to an Order of the House of Commons, dated 11th May, 1887, for vouchers, papers and correspondence showing the appointment of James Collings, M.D., as medical attendant of the Indian children at the Industrial School for Indian children at Qu'Appelle, under the care of Rev. Father Hugonard, the length of such service as medical attendant, and the amount received for the same; also the date of appointment of M. M. Seymour, M.D., as medical attendant of the Indian children in said school, the length of time during which he has served as medical attendant for the children of said school, and the date and amount of payment received for such service. Presented to the House of Commons, 22nd June, 1887.—*Mr. Charlton*.....*Not printed.*
33. Return to an Order of the House of Commons, dated 25th April, 1887, for a Return showing amount owing by the Exchange Bank to the Government of Canada at the time of the bank's failure, and statement showing all sums (with dates of payment) paid on account of such indebtedness. Presented to the House of Commons, 28th April, 1887.—*Mr. Mulock*.....*Not printed.*
34. Return (*in part*) under Resolution of the House of Commons, passed on the 20th February, 1882, on all subjects affecting the Canadian Pacific Railway, respecting details as to: 1. The selection of the route. 2. The progress of the work. 3. The selection or reservation of land. 4. The payment of moneys. 5. The laying out of branches. 6. The progress thereon. 7. The rates of tolls for passengers and freight. 8. The particulars required by the Consolidated Railway Act and amendments thereto, up to the end of the previous fiscal year. 9. Like particulars up to the latest practicable date before the presentation of the Return. 10. Copies of all Orders in Council and of all correspondence between the Government and the railway company, or any member or officer of either, relating to the affairs of the company. Presented to the House of Commons, 28th April, 1887, by Hon. Thos. White.....*Printed for Sessional Papers only.*
- 34a. Articles of agreement entered into between James Leamy and Donald McGillivray and Her Majesty Queen Victoria, represented by the Minister of Railways and Canals, Canada, for the removal and rebuilding of certain portions of the wharf at Port Moody, British Columbia, Canadian Pacific Railway, 107th Contract. Presented to the House of Commons, 11th May, 1887, by Hon. J. H. Pope.....*Not printed.*

- 34b.** Return (*in part*) under Resolution of the House of Commons, passed on the 20th February, 1882, on all subjects affecting the Canadian Pacific Railway, respecting details as to: 1. The selection of the route. 2. The progress of the work. 3. The selection or reservation of land. 4. The payment of moneys. 5. The laying out of branches. 6. The progress thereon. 7. The rates of tolls for passengers and freight. 8. The particulars required by the Consolidated Railway Act and amendments thereto, up to the end of the previous fiscal year. 9. Like particulars up to the latest practicable date before the presentation of the Return. 10. Copies of all Orders in Council and of all correspondence between the Government and the railway company, or any member or officer of either, relating to the affairs of the company. Presented to the House of Commons, 13th May, 1887, by Hon. J. H. Pope—

*Printed for Sessional Papers only.*

- 34c.** Return to an Order of the House of Commons, dated 6th June, 1887, for a Return showing the nature of the agreement made between the Government and the Canadian Pacific Railway Company, and other parties (if any), respecting the town site of Regina and other town sites in which the Government is part owner, the cost to the Government of collecting their share of the payments made on lots sold in such town sites up to the 30th June, 1886; also the amount realized up to that date by the Government on the sale of such lots, and the number of lots in town sites, together with the quantity of farm lands in the North-West Territories, to which the Canadian Pacific Railway Company is entitled, but for which up to the present they have not received patents from the Government. Presented to the House of Commons, 17th June, 1887.

—*Mr. Davin*.....*Printed for Sessional Papers only.*

- 34d.** Return to an Order of the House of Commons, dated 2nd May, 1887, for a Return of all lands sold in the Province of Manitoba by the Canadian Pacific Railway Company up to the 1st of April, 1887, together with the date of sale and the name of purchaser. Presented to the House of Commons, 22nd June, 1887.—*Mr. Watson*.....*Not printed.*

- 35.** Return to an Order of the House of Commons, dated 19th April, 1886, for copies of all petitions correspondence or other documents relating to the establishment of a post office at a certain place called "Les Fonds," in the parish of St. Antoine, county Lotbinière. Presented to the House of Commons, 29th April, 1887.—*Mr. Rinfret*.....*Not printed.*

- 36.** Return to an Order of the House of Commons, dated 20th April, 1887, for a statement showing all sums collected since 1st October, 1868, under the provisions of Statutes and Orders in Council in that behalf, as duty on foreign reprints of British copyright works, giving the amounts so collected upon each copyright work, and showing amount remitted in each year to the Imperial Government for payment out to those beneficially interested in the copyright of such works. Presented to the House of Commons, 29th April, 1887.—*Mr. Edgar*.....*Not printed.*

## CONTENTS OF VOLUME No. 17.

- 37.** Return to an Order of the House of Commons, dated 29th March, 1886, for a statement of sums deposited in the Post Office Savings Bank and Government Savings Banks on the 1st January, 1886, showing: Number of depositors holding amounts over \$1,000; number of depositors holding amounts over \$500 and under \$1,000; number of depositors holding amounts over \$300 and under \$500; number of depositors holding amounts below \$300, with total amount held by each class respectively. Presented to the House of Commons, 29th April, 1887.—*Mr. Charlton*—

*Printed for Sessional Papers only.*

- 38.** A detailed statement of all bonds and securities registered in the Department of the Secretary of State of Canada, submitted to the Parliament of Canada under "the Revised Statutes of Canada" (chapter 19, Section 23). Presented to the House of Commons, 29th April, 1887, by Hon. J. A. Chapleau.....*Not printed.*

- 39.** Return to an Address of the House of Commons to His Excellency the Governor General, dated 20th March, 1887, for a Return of the reports of Inspector McLaren and Mr. Bremner of the Customs Department to the Minister of Customs, as to the mode of gauging molasses at the port of St. Stephen, N.B., and also any reports as to the mode used at the port of St. John, N.B., and any Orders in Council issued upon these reports or instructions of the Department of Customs. Presented to the House of Commons, 4th May, 1887.—*Mr. Weldon (St. John)*.....*Not printed.*



40. Return to an Order of the House of Commons, dated 27th April, 1887, for a Return showing the date at which the steamer "Northern Light" commenced running between Prince Edward Island and Pictou, in the fall of 1886, how many trips were made by the said steamer, the date of each trip up to 15th April instant, with number of passengers. Presented to the House of Commons, 5th May, 1887.—*Mr. Perry*..... *Not printed.*
41. Return to an Order of the House of Commons, dated 27th April, 1887, for a Return showing how many trips were made by the steamer "Neptune," last winter, from Prince Edward Island to the mainland, the date of each trip, and the amount paid for said service; also the number of passengers. Presented to the House of Commons, 5th May, 1887.—*Mr. Perry*..... *Not printed.*
42. Return to an Address of the House of Commons to His Excellency the Governor General, dated 19th April, 1887, for copies of all applications made to the Government, and of all recommendations made in relation to the position of superintendent of the Chambly Canal; of the document appointing the present incumbent of that position; with a statement of his yearly salary and of all contingencies allowed him, and of the respective salaries paid to the two predecessors of the present superintendent. Presented to the House of Commons, 5th May, 1887.—*Mr. l'arfon'aie*—*Not printed.*
- 42a. Return to an Order of the House of Commons, dated 5th May, 1887, for copies of all petitions, memorials, correspondence, orders and reports, whether made by the resident engineer or by Mr. Page, in connection with the bridge across the Welland Canal, at Welland, lately removed, and the construction of a new bridge in lieu thereof. Presented to the House of Commons, 13th June, 1887.—*Mr. Blake*..... *Not printed.*
- 42b. Return to an Address of the Senate to His Excellency the Governor General, for copies of documents in reference to the appointment of A. F. Wood, Esquire, of Madoc, as auditor or arbitrator in connection with the Murray Canal; the sums of money paid the said A. F. Wood from time to time for his services, together with the vouchers therefor, and more especially for the month of November, 1886, giving the number of days of actual service, and the amount paid to him or to his order for that month. Presented to the Senate, 23rd June, 1887.—*Hon. Mr. Flint*..... *Not printed.*
43. Report on Trade Relations between Canada and the West Indies, by John P. Wyld, Commercial Agent of Canada to the West Indies. Presented to the House of Commons, 6th May, 1887, by Sir Charles Tupper..... *Printed for both Distribution and Sessional Papers.*
44. Certified copy of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council on the 31st January, 1887, respecting the railway from Oxford to New Glasgow, Nova Scotia. Presented to the House of Commons, 6th May, 1887, by Hon. J. H. Pope..... *Not printed.*
45. Return to an Address of the House of Commons to His Excellency the Governor General, dated 27th April, 1887, for a copy of the Commission or other document appointing Sir Alexander Campbell and Mr. Sandford Fleming as representatives of Canada at the Colonial Conference in London, and of any instructions given to them in such capacity; and all papers respecting said Conference. Presented to the House of Commons, 9th May, 1887.—*Mr. Casey*..... *Not printed.*
- 45a. Return to an Address of the House of Commons to His Excellency the Governor General, dated 2nd May, 1887, for copies of all communications received by the Canadian Government from the Imperial Government, or any of its officers, relative to the Colonial Conference which opened in London on 4th April, 1887, and of all correspondence connected therewith, and of the instructions furnished to the Canadian representatives at the Conference. Presented to the House of Commons, 15th June, 1887.—*Mr. Edgar*..... *Not printed.*
46. Report of the Montreal Flood Commission. Presented to the House of Commons, 11th May, 1887, by Sir Hector Langevin..... *Not printed.*
47. Return to an Order of the House of Commons, dated 6th May, 1887, for copies of the accounts of the revising officer for the electoral district of Kamouraska, including the cost of printing the electoral lists, the account of the revising officer's clerk and that of his bailiff, with a statement of the amount paid by the Government to each of the said officers. Presented to the House of Commons, 11th May, 1887.—*Mr. Dessaint*..... *Not printed.*

- 47a. Return to an Order of the House of Commons, dated 19th April, 1887, for a Return giving the total cost of the preparation of the voters' lists under the Electoral Franchise Act in Canada; together with a detailed statement of the cost in each electoral division for salaries of revising officer, clerk and bailiff, and travelling allowance to each, if any; giving also amount paid for printing lists, and showing to whom paid in each division; the amount paid for advertising, rent of halls, and for every other service connected therewith in each electoral division in the Dominion of Canada. Presented to the House of Commons, 11th May, 1887.—*Mr. Lunderkin—Printed for both Distribution and Sessional Papers.*
- 47b. Return to an Order of the House of Commons, dated 10th May, 1887, for a Return showing up to date the several sums paid in respect of preparation and revision of voters' lists in the county of Prince Edward for 1886, viz.: Amounts paid revising officer, clerk, bailiff, and for printing. Also amounts claimed for said revision yet unpaid. Presented to the House of Commons, 13th May, 1887.—*Mr. Platt.....Not printed.*
- 47c. Certified copy of an Order in Council relating to the remuneration to be given to the revising officers. Presented to the House of Commons, 22nd June, 1887, by Hon. J. A. Chapleau—*Printed for Sessional Papers only.*
48. Correspondence relative to the seizure of British American vessels in Behring Sea by the United States authorities in 1886. Presented to the House of Commons, 12th May, 1887, by Hon. G. E. Foster.....*Printed for both Distribution and Sessional Papers.*
- 48a. Additional correspondence relative to the seizure of British American vessels in Behring Sea by the United States authorities in 1886. Presented to the House of Commons, 3rd June, 1887, by Hon. G. E. Foster.....*Printed for both Distribution and Sessional Papers.*
49. Return to an Order of the House of Commons, dated 2nd May, 1887, for a Return showing how many ice-boats are owned by the Government for crossing at the capes, the number of men employed in the service during the winter of 1887, the number of trips made by said boats, the date of each trip, and the number of passengers who crossed in said boats. Presented to the House of Commons, 13th May, 1887.—*Mr. Perry.....Printed for Distribution only.*
50. Return to an Order of the House of Commons, dated 2nd May, 1887, for a Return of the number of preventive officers appointed on our frontier since the 1st of January, 1886, giving the names of the several parties so appointed, with their residence and salaries. Presented to the House of Commons, 16th May, 1887.—*Mr. McMullen.....Not printed.*
51. Return to an Order of the House of Commons, dated 20th April, 1887, for a Return of the quantity and value of tea imported from China and Japan, and entered at ports or outports of British Columbia, either for home consumption or in transit, from the 1st July, 1885, to the 1st April, 1887. Presented to the House of Commons, 16th May, 1887.—*Mr. Bowman.....Not printed.*
52. Return to an Order of the House of Commons, dated 18th April, 1887, for a Return in detail showing the description and values of grain and animal products exported from the Dominion of Canada, from 1st July, 1886, to 1st April, 1887. Presented to the House of Commons, 16th May, 1887.—*Sir Richard Cartwright.....Not printed.*
- 52a. Memorandum in connection with the seed grain advances. Presented to the House of Commons, 22nd June, 1887, by Hon. Thos. White.....*Printed for Sessional Papers only.*
53. Return from the Clerk of the Crown in Chancery, in obedience to the Order of the House of Commons, dated 11th May, 1887, for copies of Return, if any, made by returning officer for Haldimand, at election of 1887, after making his final addition, or of his declaration, if no such return was made, and of his return made after the recount by the county judge. 2. Notice of a recount or other proceedings served upon such returning officer. 3. Certificate made by the county judge of Haldimand, as to result of said recount. 4. Any judgment delivered by said county judge during, or after such recount, and of all minutes or memoranda made by said judge or his clerk containing entries or memoranda in regard to any of the ballots in dispute during such recount, showing what decision was come to in the case of each ballot, which ballots were reserved, and what judgment was delivered in regard to such reserved ballots, whether such minutes and other papers were publicly read by such judge or clerk or not during said recount. Presented to the House of Commons, 18th May, 1887.—*Mr. Casey. Not printed.*



- 53a.** Return to an Order of the House of Commons, dated 2nd May, 1887, giving the names, occupations, residences and post office addresses of the returning officers of the last election for the Dominion House of Commons, with their respective ridings. Presented to the House of Commons, 30th May, 1887.—*Mr. Somerville*.....*Not printed.*
- 53b.** Return to an Order of the House of Commons, dated 25th April, 1887, for a statement from the records of the elections to the present House of Commons, showing the number of votes polled for the respective candidates in the several electoral districts and in the various sub-divisions thereof, together with the number of ballots rejected and spoiled in each sub-division at the last general election, and each election subsequently held up to date; also the number of electors on the voters' lists, together with the population as shown by the last census of each electoral district and the municipalities thereof, whether there was an election by acclamation or a poll; and a separate statement in each case in which a recount or re-addition was made showing the changes made in every sub-division on such recount, with the number of ballots rejected which had been formerly allowed and the number allowed which had been formerly rejected, with reason so far as obtainable for such rejection or allowance. Presented to the House of Commons, 10th June, 1887.—*Mr. Mills*...*Printed for both Distribution and Sessional Papers.*
- 53c.** Return to an Order of the House of Commons, dated 25th May, 1887, for a copy of the final list of voters for the county of Montmorency, sent by J. A. Charlebois, Esq., Revising Officer for the said county, with letter of the said Charlebois accompanying the said list; also the other lists, with all additions thereto subsequently sent to the Clerk of the Crown in Chancery by the said Charlebois, with copies of letters of Charlebois accompanying the same; also the polling books of the parishes of L'Ange Gardien and St. Pierre, in the said county of Montmorency. Presented to the House of Commons, 27th May, 1887.—*Mr. Langelier (Montmorency)*—*Not printed.*
- 54.** Return to an Order of the House of Commons, dated 11th May, 1887, for a Return showing the quantity of grain of any kind in bushels carried over the Intercolonial Railway from Rivière du Loup to Halifax during the period 1st July, 1885, to 31st March, 1887, with the net amount of money received for freight thereon and passed to the credit of the same railway. Presented to the House of Commons, 25th May, 1887.—*Mr. Ellis*. *Printed for Sessional Papers only.*
- 55.** Return to an Order of the House of Commons, dated 2nd May, 1887, for copies of the bargains, agreements or contracts (not already brought down) made between the Government and the Grand Trunk Railway Company, respecting the purchase of the North Shore Railway between Montreal and Quebec, or between St. Martin's and Quebec; and also for copies of the contracts between the Canadian Pacific Railway Company and the Grand Trunk Railway Company for the purchase or transfer of the said portion of the North Shore Railway. Presented to the House of Commons, 25th May, 1887.—*Mr. Gigault*.....*Not printed.*
- 56.** Return to an Order of the House of Commons, dated 10th May, 1887, for copies of all memorials, petitions and correspondence asking for the appointment of a junior judge for the county of Elgin; also the names of all applicants for the said position since 1st January, 1886. Presented to the House of Commons, 25th May, 1887.—*Mr. Wilson (Elgin)*.....*Not printed.*
- 56a.** Return to an Address of the House of Commons to His Excellency the Governor General, dated 6th June, 1887, for a copy of the report of Judge Taylor, made under the provisions of the commission issued to him to enquire into the administration of justice by the Hon. Jeremiah Travis, in the North-West. Presented to the House of Commons, 13th June, 1887.—*Mr. Mulock*.....*Not printed.*
- 57.** Return to an Order of the House of Commons, dated 25th April, 1887, for a Return giving :—  
 1. The total number of Chinese who have arrived at the different ports in the Dominion, from the 1st of January, 1886, to the 31st March, 1887, specifying the ports. 2. The amount of duty or head money collected from Chinese during that period. 3. The amount paid to the provincial Governments under the Chinese Restriction Act during the same period. 4. The number of Chinese who have entered the Dominion during the same period under return certificates, and the reports (if any) of any Customs officer with reference thereto. 5. The number of Chinese who have entered the Dominion during the same period, as students, men of science, or travellers. 6. The cost to the Dominion of administering the Chinese Restriction Act for the last fiscal year. Presented to the House of Commons, 26th May, 1887.—*Mr. Gordon*.....*Printed for both Distribution and Sessional Papers.*

- 57a. Return to an Address of the Senate to His Excellency the Governor General, dated 18th May, 1887, praying that His Excellency will cause to be laid before this House, a full Return of all Chinese entering and leaving Canadian ports; the number entering and leaving each port, and for each month since the passage of the Chinese Immigration Restriction Act in July, 1885, up to the 1st January, 1887; also the amount of revenue derived from Chinese immigration, and the cost of enforcing the Act between the aforesaid dates. Presented to the Senate, 21st June, 1887.—*Hon. Mr. McInnes*.....*Not printed.*
58. Return to an Order of the House of Commons, dated 2nd May, 1887, for copies of all correspondence, departmental orders, reports and other papers relating to Tracadie Harbor, Prince Edward Island. Presented to the House of Commons, 27th May, 1887.—*Mr. Welsh*—*Not printed.*
59. Return to an Order of the House of Commons, dated 19th April, 1887, for a return of the names of those persons, outside of the militia, who have been recommended for scrip, for services of whatever kind, in the late rebellion. Presented to the House of Commons, 30th May, 1887.—*Mr. Davin*.....*Printed for Sessional Papers only.*
60. Certified copy of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General, granting an additional annual subsidy of \$20,000 to the Province of Prince Edward Island. Presented to the House of Commons, 18th May, 1887, by Sir Charles Tupper.....*Not printed.*
61. Return to an Address of the Senate to His Excellency the Governor General, praying that he will cause to be laid before this House copies of all communications between the Dominion Government, or any Department or officer thereof, and any person whomsoever, respecting certain dynamite imported into Halifax, Nova Scotia, during the year 1885, by Messieurs H. H. Fuller & Co., and seized by the Customs authorities for alleged under-valuation. Presented to the Senate, 16th May, 1887.—*Hon. Mr. Power*.....*Not printed.*
62. Return to an Address of the Senate to His Excellency the Governor General, dated 13th May, 1887, for copies of all correspondence between the Imperial and Dominion Governments relating to the defences of British Columbia during the years 1886 and 1887. Presented to the Senate, 31st May, 1887.—*H n. Mr. Macdonald*.....*Not printed.*
63. Return to an Address of the Senate to His Excellency the Governor General, dated 22nd April, 1887, praying that His Excellency will be pleased to cause to be laid before this House a copy of the plans and reports of the late survey concerning the proposed subway between Cape Traverse, Prince Edward Island, and Cape Tormentine, New Brunswick. Presented to the Senate, 25th May, 1887.—*Hon. Mr. Howland*.....*Not printed.*
64. Return to an Order of the House of Commons, dated 11th May, 1887, for copies of all correspondence in the possession of the Department of Indian Affairs respecting the dismissal of Mr. Napoléon Giasson from his position as measurer of stone, at Caughnawaga, in the county of Laprairie. Presented to the House of Commons, 1st June, 1887.—*Mr. Dwyer*.....*Not printed.*
65. Return to an Address of the House of Commons to His Excellency the Governor General, dated 11th May, 1887, for a copy of the letter of resignation by Sir Charles Tupper of the office of High Commissioner, showing the date of such resignation; also a statement showing the date when the Government House (the residence of the High Commissioner in London) was vacated, and showing in whose care the house has been placed since its vacation; also a copy of the Commission now in force, together with any instructions which may have been given to the present Commissioner; also all correspondence between Sir Charles Tupper while High Commissioner and the Government, relating to his visit to this country, to his resignation of the office of High Commissioner, to his re-appointment, if he has been re-appointed, and relating to his acceptance, for the present, of an office in the Administration. Presented to the House of Commons, 6th June, 1887.—*Mr. Mills*.....*Not printed.*
66. Return to an Order of the House of Commons, dated 2nd May, 1887, for a Return of all reports of surveys and explorations made under the direction of the Geological Survey Office, within the past two years, in the Thunder Bay district, to the westward of Port Arthur. Presented to the House of Commons, 7th June, 1887.—*Mr. Dawson*.....*Not printed.*



- 66a. Return to an Order of the House of Commons, dated 6th June, 1887, for a Return of all reports and correspondence in the possession of the Government in relation to the substitution of new and unknown names for places in this Dominion which have been from time immemorial otherwise designated. Also all instructions showing by what particular authority a new nomenclature has been adopted in the reports of the Geological Survey for old and historic places having French and Indian names, commemorative of the early voyageurs and explorers. Presented to the House of Commons, 17th June, 1887.—*Mr. Dawson*.....*Printed for Sessional Papers only.*
67. Reports and other papers concerning irregularities committed by the Montreal Cotton Company, &c. Presented to the House of Commons, 7th June, 1887, by Hon. Mr. Bowell.....*Not printed.*
68. Return to an Order of the House of Commons, dated 25th April, 1887, for copies of all accounts in connection with the construction of the Government wharf at Kamouraska, showing the amount paid to Madame V. Taché for the purchase of her wharf, and of the contract between the Government and Madame Taché in relation thereto; also copies of the contract between the Government and Polydore Langlois, Esquire, respecting the sale of his wharf at the same place, with a statement of the amount paid to him by the Government. Presented to the House of Commons, 10th June, 1887.—*Mr. Dessaint*.....*Not printed.*
69. Return to an Order of the House of Commons, dated 2nd May, 1887, for all correspondence between the Government and Nova Scotia Central Railway Company, relating to a subsidy for said railway; also the report of the Government engineer sent to examine the work. Presented to the House of Commons, 13th June, 1887.—*Mr. Eisenhauer*.....*Not printed.*
70. Return to an Order of the House of Commons, dated 27th April, 1887, for a statement showing the various amounts paid to or claimed by William Howe and George Howe, or any other person on their behalf, for painting or other work in or about the Parliament and Departmental Buildings, Ottawa, since the 1st of January, 1884. Also Return to an Order, dated 10th May, 1887, for a statement showing the various amounts paid to William McKay, or any other person on his behalf, for painting or other work in or about the Parliament and Departmental Buildings at Ottawa, from the 1st of January, 1875, to the 31st December, 1878. Presented to the House of Commons, 13th June, 1887.—*Messrs. Holtan and Taylor*.....*Not printed.*
71. Return to an Order of the House of Commons, dated 10th May, 1887, for Return of correspondence from 1st January, 1873, to the present time, between the Department of Indian Affairs and John Walters and others, relative to purchase or lease of Main Ducks and Yorkshire Islands in Lake Ontario; also all applications for purchase or lease of said islands, all offers made to or by the Government as to purchase or sale, reports of all persons at any time appointed to appraise or valuate said islands, the annual rental paid by present lessee and date of expiration of such lease; also all charges preferred since 1st January, 1878, against John Walters for violation of terms of lease or regulations of Department, together with names of parties making such charges and the report of parties commissioned to investigate them. Presented to the House of Commons, 15th June, 1887.—*Mr. Platt*.....*Not printed.*
72. Certified copy of Order in Council relating to the arrangement with Messrs. Bossière Bros. & Co. —Steamship Service between France and Canada. Presented to the House of Commons, 15th May, 1887, by Sir Charles Tupper.....*Printed for Sessional Papers only.*
73. Return to an Order of the House of Commons, dated 6th June, 1887, for copies of all correspondence had between the Department of the Interior and one Peter Gray, of Moose Mountain, respecting one Edward Brokovski, an employé of the Department at Moosomin, North-West Territories, and of all letters and communications to the Department from any and all other persons bearing upon the conduct and competency in office of the said Brokovski. Presented to the House of Commons, 17th June, 1887.—*Mr. Barron*.....*Not printed.*
74. Copies of Orders in Council, correspondence, &c., relating to grants of Dominion Lands to the following railway companies: Alberta and Athabasca Railway Company; Qu'Appelle, Long Lake and Saskatchewan Railway Company; and Medicine Hat Railway and Coal Company. Presented to the House of Commons, 17th June, 1887, by Hon. Thos. White.....*Not printed.*
75. Return to an Order of the House of Commons, dated 20th April, 1887, for a Return showing the quantity of rolling stock purchased for the Intercolonial Railway during the last six months of the year ending 31st December, 1886, giving each kind of rolling stock and whether purchased under contract or otherwise, the parties from whom bought and the cost of each kind; also a statement showing what has been built in Government workshops. Presented to the House of Commons, 17th June, 1887.—*Mr. Weldon (St. John)*.....*Printed for Sessional Papers only.*

- 75a.** Return to an Order of the House of Commons, dated 20th April, 1887, for a Return of the number of Pullman and parlour cars belonging to the Intercolonial Railway and used thereon, the cost of such cars, and the parties from whom the same were purchased, or by whom built for the railway. Presented to the House of Commons, 19th June, 1887.—*Mr. Weldon (St. John)*—  
*Printed for Sessional Papers only.*
- 75b.** Return to an Order of the House of Commons, dated 20th April, 1887, for a Return of the quantity of lubricating, machinery, car or other oil, furnished or delivered to the Intercolonial Railway during the year ending 31st December, 1886; the contracts under which the same were delivered; the names of the several contractors, and the several amounts paid under such contracts. Presented to the House of Commons, 17th June, 1887.—*Mr. Weldon (St. John)*—  
*Printed for Sessional Papers only.*
- 75c.** Return to an Order of the House of Commons, dated 25th April, 1887, for a detailed statement of the sums charged to capital expenditure on the Intercolonial Railway for the years 1873, 1874, 1875, 1876, 1877, 1878, 1879, 1880, 1881, 1882, 1883, 1884, 1885, and 1886. Presented to the House of Commons, 17th June, 1887.—*Mr. Jones*.....*Printed for Sessional Papers only.*
- 75d.** Return to an Order of the House of Commons, dated 20th April, 1887, for a Return of all casualties to trains on the Intercolonial Railway, arising from collisions, broken rails, or any other cause, for the calendar year 1886, and to 1st April, 1887; the respective causes and dates; the names of conductors, engine-drivers or other officials dismissed, suspended or fined for any such collision or other neglect of duty; the amount of damage (if any) to property in such cases; the amount of compensation paid to owners of property destroyed or damaged, as well as amount of claims for loss or damage to property (if any) unsettled. Presented to the House of Commons, 20th June, 1887.—*Mr. Weldon (St. John)*.....*Printed for Sessional Papers only.*
- 75e.** Comparative Statement of revenue and expenditure, Intercolonial Railway. Presented to the House of Commons, 22nd June, 1887, by Sir Charles Tupper.—*Printed for Sessional Papers only.*
- 75f.** Return to an Order of the House of Commons, dated 20th April, 1887, for a Return of all contracts made during the calendar year 1886 for furnishing wire or other fencing for the Intercolonial Railway, the names of the contractors and the amount paid under each contract; also amount of purchases of wire or other fencing (if any) made without contract during the same period, and the amount paid. Presented to the House of Commons, 23rd June, 1887.—*Mr. Weldon (St. John)*.....*Not printed.*
- 76.** Return to an Address of the House of Commons to His Excellency the Governor General, dated 10th May, 1887, for copies of all memorials, petitions and applications of one Joseph Swisher, a volunteer of the Rebellion of 1837, asking that some substantial consideration be granted him, on account of his health having been greatly impaired while serving as a volunteer during said Rebellion. Presented to the House of Commons, 18th June, 1887.—*Mr. Wilson (Elgin)*—  
*Not printed.*
- 77.** Return to an Address of the House of Commons to His Excellency the Governor General, dated 10th May, 1887, for copies of any and all letters addressed to the Government or any member of Cabinet by M. F. O'Donoghue, or any other person in his behalf, asking for compensation for the alleged loss or confiscation of the property of the late W. B. O'Donoghue, who was concerned in the North-West troubles of 1869-70. Also for copies of all letters, Orders in Council and other documents in the possession of the Government relating to any claims made by the said M. F. O'Donoghue. Also for a statement showing the amounts paid to M. F. O'Donoghue, or any other person on his behalf, by the Government for services rendered or on any other account. Presented to the House of Commons, 18th June, 1887.—*Mr. Barron*.....*Not printed.*
- 78.** Return to an Order of the House of Commons, dated 6th June, 1887, for copies of surveys of a proposed line of railway from Kingsport, on the Basin of Minas, to connect with the Windsor and Annapolis Railway, together with the instructions issued to the engineers, and the correspondence and telegrams relating to the survey, or a Dominion subsidy in aid of the construction of the railway, between any member of the Government, or any officer of the Department of Railways, and any other persons. Presented to the House of Commons, 20th June, 1887.—*Mr. Borden*.....*Not printed.*
- 79.** Copies of Despatches, &c., in relation to the proposed Imperial Institute. Presented to the House of Commons, 15th June, 1887, by Sir Charles Tupper—*Printed for Sessional Papers only.*



- 79a. Additional papers respecting the proposed Imperial Institute. Presented to the House of Commons, 22nd June, 1887, by Sir Charles Tupper.....*Printed for Sessional Papers only.*
80. Papers, correspondence &c., respecting subsidies to certain railway companies, and towards the construction of certain railways, as follows: Saint Catharines and Niagara Central Railway Company; Vaudreuil and Prescott Railway Company; Richmond Hill Junction Railway Company; Drummond County Railway Company; Joggins Railway Company; Moncton and Buctouche Railway Company; Beauharnois Junction Railway Company; Harvey Branch Railway Company; Brantford, Waterloo and Lake Erie Railway Company; Guelph Junction Railway Company; Massawippi Railway Company; Napanee, Tamworth and Quebec Railway Company; Arthabaska and Wolfe Railway Company; South Norfolk Railway Company; Jacques Cartier Union Railway Company; Teeswater and Inverhuron Railway Company; Oshawa Railway and Navigation Company; Chicoutimi and Lake St. John Railway Company; Great Eastern Railway Company; Ontario and Pacific Railway Company; Caraquet Railway Company; St. Lawrence and Lower Laurentian Railway Company; St. John Valley and River du Loup Railway Company; Lake Témiscamingue Railway Company; Carillon and Grenville Railway Company; Lake Témiscamingue Colonization and Railway Company; Leamington and St. Claire Railway Company; Cumberland Railway and Coal Company; Montreal and Champlain Junction Railway Company; Quebec and Lake St. John Railway Company; Témiscouata Railway Company; Cornwallis Valley Railway Company; Nova Scotia Central Railway Company; Tobique Valley Railway Company; Railway from Woodstock, N.B., towards Centreville; Railway Bridge over St. Lawrence River at Coteau Landing; Lake Erie, Essex and Detroit River Railway Company. Presented to the House of Commons, 21st June, 1887, by Hon. J. H. Pope.....*Not printed.*
81. Return to an Order of the House of Commons, dated 10th May, 1887, for copies of all correspondence between Mr. Vankoughnet, or any other officer of the Department of Indian Affairs, and the Rev. James Robertson Superintendent of Presbyterian Missions, in relation to the administration of Indian Affairs and the conduct of the officers of the Government in the North-West, and of all other correspondence relating to such matter. Presented to the House of Commons, 22nd June, 1887.—*Mr. S. Merville*.....*No printed.*
82. Return to an Order of the House of Commons, dated 10th May, 1887, for copy of report of W. Pearce, D.L.S., on the Banff Springs Reservation, and of claims made to the possession of said Springs or to indemnity for not obtaining possession of them, and all correspondence and papers in connection with such claims; also a detailed statement of all expenditure in connection with the Banff Reservation, or with any claims to said Springs. Also a detailed statement of all licenses or allotments for mining, residential or other purposes already granted on the Reservation. Presented to the House of Commons, 22nd June, 1887.—*Mr. Casey*.....*Not printed.*
83. Return to an Order of the House of Commons, dated 25th April, 1887, for a Return of copies of all correspondence between the Department of the Interior and the Government of British Columbia, having reference to the lands on Vancouver Island, held in trust by the Dominion Government for the Esquimalt and Nanaimo Railway Company, under the conditions of the Settlement Act, 1884. Also copies of all correspondence between the Department of the Interior and the Esquimalt and Nanaimo Railway Company, or with any person acting for or in their behalf, in any manner referring to the said railway lands. Also copies of all correspondence with any settlers or squatters upon said railway lands, or with any other person or persons with reference thereto. Also copies of all references to the Department of Justice as to the rights of settlers or squatters upon said railway lands, the form of patent issued to settlers and the form and conditions of the patents issued, or to be issued, to the railway company together with the report or reports of the Minister of Justice thereon. Also the number of patents that have been issued to settlers upon the said railway lands by the Department of the Interior up to this date. Also copies of any arrangement with or security from the company for the prompt issue by them up to the 19th day of December next, of pre-emption records to persons desiring to settle upon said lands under the conditions of the Settlement Act. Presented to the House of Commons, 22nd June, 1887.—*Mr. Gordon*.....*Not printed.*
84. Statement showing the names of cadets who retired from the Royal Military College at Kingston before completing the college course of instruction (four years), to accept special commissions in Her Majesty's army; and also showing the names of those who left the college on payment of \$100, and those who left without paying. Presented to the House of Commons, 22nd June, 1887, by Sir Adolphe Caron.....*Printed for Sessional Papers only.*

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85. Papers in connection with the claim of the Kingston and Montreal Forwarding Company for damages by sinking of the barge "Williams," near the entrance of the Lachine Canal. Presented to the House of Commons, 22nd June, 1887, by Hon. J. H. Pope.....*Not printed.*
86. Return to an Order of the House of Commons, dated 6th June, 1887, for copies of all correspondence, telegrams, &c., between the Customs Department and the Collector of Customs for the port of Gaspé, respecting the seizure and forfeiture of the schooner "Ste. Anne" and eight barrels of spirits confiscated for infraction of the Revenue laws of the Dominion, together with copies of accounts paid for wages and other expenses of the said schooner, and an account of the proceeds of the sale of the said spirits, made on the 6th July, 1885. Presented to the House of Commons, 22nd June, 1887.—*Mr. Langelier (Montmorency)* .....*Not printed.*
87. Return to an Order of the House of Commons, dated 27th April, 1887, for a Return of correspondence between the Department of Railways and the Chamber of Commerce, Halifax, respecting the right of the Windsor and Annapolis Railway Company, under their agreement with the Government dated September, 1872, to use of Intercolonial Railway extension into the city of Halifax. Presented to the House of Commons, 23rd June, 1887.—*Mr. Jones*.....*Not printed.*
88. Report of the Hon. Mr. Fabre, Agent at Paris, on Commercial Relations with France. Presented to the House of Commons, 23rd June, 1887, by Hon. J. A. Chapleau—  
*Printed for both Distribution and Sessional Papers.*
89. Return to an Address of the Senate to His Excellency the Governor General, dated the 16th June, 1887, for copy of the returns made to the Commissioner of Inland Revenue by the several parties licensed to sell alcoholic liquor in the united counties of Leeds and Grenville since the adoption of the "Canada Temperance Act" in the said counties, giving the names of the parties authorizing the sale, the quantities in each case, and the names of the parties purchasing. Presented to the Senate, 23rd June, 1887.—*Hon. Mr. Sullivan*.....*Not printed.*
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REPORT  
OF THE  
POSTMASTER GENERAL  
FOR THE  
YEAR ENDED 30<sup>TH</sup> JUNE,  
1886.

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*Printed by Order of Parliament.*  
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OTTAWA:  
PRINTED BY MACLEAN, ROGER & CO., WELLINGTON STREET.  
1887.





## SCHEDULE.

Accompanying this Report are the following Documents therein referred to :—

	Ontario.	Quebec.	Nova Scotia.	New Brunswick.	Manitoba and North-West Territories.	British Columbia.	Prince Edward Island.
PART I.	Page	Page	Page	Page	Page	Page	Page
No. 1.—Post Office Revenue and Expenditure of the Dominion for the year ending 30th June, 1886. See page 3.							
Post Office Revenue and Expenditure for the several Provinces of the Dominion during same period.....	4	5	6	7	8	9	10
No. 2.—Detail of all payments made and charges incurred for ordinary mail transportation during the year ending 30th June, 1886..	11	64	93	116	133	144	149
Charges for conveyance of mails by water during same period.....	61	90	113	130	.....	147	155
Charges for conveyance of mails by railway during same period.....	62	91	114	131	142	148	155
Charges for making and repairing mail bags during same period.....	63	92	115	132	143	148	156
PART II.							
No. 3.—(A.)—Salaries in Post Office Inspectors' Offices (including Railway Mail Service).....	2	74	109	136	159	172	177
Salaries in City Post Offices organized by Department.....	11	78	111	138	160	172	177
Salaries of Ocean Mail Clerks.....	23	.....	.....	.....	.....	.....	.....
Revenue collected, and salaries and allowances paid at Post Offices generally throughout the Dominion .....	24	85	113	140	163	174	178
(D.)—Report of all charges for commission on Sale of Postage Stamps by vendors in cities for the said year.....	184	185	185	186	186	187	187
(E.)—Account of travelling expenses incurred in the service of the Post Office Department for the said year.....	188	189	190	190	191	191	192
(F.)—Account of sums paid in discharge of Tradesmen's Bills, for articles supplied for the service of the Post Office Department for the said year.....	193	197	199	200	201	202	203
(G.)—Account of sums paid for Rents and Taxes on account of the Post Office Department for the said year.....	204	204	.....	.....	205	205	206
(H.)—Report, in detail, of the expenditure of the Department for Stationery, Printing and Advertising for the said year.....	207	210	212	213	214	215	216
(I.)—Account of sums paid for Fuel and Light for the use of the Post Office Department for the said year.....	217	218	219	219	220	220	221
(K.)—Account of sums paid for miscellaneous disbursements on account of the Post Office Department for the said year.....	222	226	228	229	230	231	232
PART III.							
No. 6.—Showing the Money Order Offices in operation, the number and amount of orders issued and paid .....	2	11	14	17	19	20	20
10—A $\frac{1}{2}$							



SCHEDULE—*Concluded.*

PART III— <i>Concluded.</i>		Page
<b>No. 7.</b> —Showing the annual cost of the Money Order System in the Dominion, specifying, in detail, the disbursements for Salaries, &c., during the year.....		21
<b>No. 8.</b> —Showing losses sustained in conducting the Money Order System during the said year... Analysis of the Money Order business of the Dominion, &c.....		22 23
<b>No. 5.</b> —Report of all cases occurring within the year ended 30th June, 1886, of abstraction from, or loss of, letters containing money, sent through the Post Office in Canada; showing the particulars of each case, and stating the result of the proceedings instituted therein by the Department.....		25
Recapitulation.....		51
<b>No. 9.</b> —Statement of Dead Letters :— Table I, showing the total number of letters of all kinds received, and the disposition made of them..... Table II, showing the number of letters received containing money or other articles of value, and the disposition made of them.....		52 59
<b>No. 10.</b> —An account of all deposits received and paid under the authority of the Act 31st Vic., chap. 10, from the 1st July, 1885, to 30th June, 1886, and of the total amount due to all depositors at the latter date..... Statement of expenses incurred from the 1st July, 1885, to 30th June, 1886.....		63 64

# REPORT

OF THE

# POSTMASTER GENERAL

FOR THE YEAR ENDED 30<sup>TH</sup> JUNE, 1886.

---

*To His Excellency the Most Honourable the Marquess of Lansdowne, Governor General of Canada, &c., &c.*

MAY IT PLEASE YOUR EXCELLENCY,—

I have the honour to present to Your Excellency, to be laid before Parliament, the accompanying returns and statements, constituting the Report of the Canada Post Office for the year ended 30th June, 1886, with some additional information in respect to the condition and operations of this branch of the public service to that date.

In 1886 the number of Post Offices in operation within the Dominion was 7,295.

The number of miles of post route was 52,866, and the annual rate of mail travel over them was 23,809,750 miles.

This was an increase of 211 Post Offices, 3,143 miles of post route, and 1,636,295 miles of annual mail travel, as compared with the previous year, 1885. The augmentation in the post route and mail travel mileage provided not only for the extension of the lines of postal communication and service of the new post offices established, but also for increased frequency of mail service throughout the Dominion where required for the improved accommodation of post offices previously established.

Such large additions to postal accommodation entail an enlarged expenditure both for their maintenance and for the additional supervision necessary to secure the efficient working of the extended organization.

As the Canada Pacific Railway approached completion last summer, preparations had been made by this Department for organizing the intended daily mail service over the whole line.



Arrangements were made by the railway for the requisite postal car accommodation, and a sufficient staff of railway mail clerks had been selected for the work.

The first through train left Montreal on Monday, 28th June, and arrived at Port Moody, the Pacific terminus of the road on the 4th July.

The mails for British Columbia commenced to pass over the Canada Pacific Railway by this first train, and were accompanied by the Chief Post Office Inspector under whose careful supervision the arrangements for daily postal car service over the whole line of 2,892 miles went into successful operation from that date.

This event constitutes a memorable epoch in the history of the Canada mail service, for, in conjunction with the already existing railway connexion between Halifax and Montreal, the Canada Pacific affords a continuous daily line of mail service by postal car passing over Canadian territory from the Atlantic to the Pacific, a total distance of 3,740 miles.

The Railway Mail Clerks travelling in charge of these Postal cars receive and distribute correspondence daily over the whole line from Halifax to the Pacific Coast, and correspondence passes between the Postal cars on the several sections into which the railways forming the line are divided for working purposes without suffering detention at any intermediate point.

The transmission of closed parcels by mail within the Provinces of Ontario and Quebec commenced in January, 1859, and for several years the number so sent did not average more than 6,000 annually.

As time went on the convenience of this mode of sending parcels was better appreciated, and in the first year of Confederation the number of parcels sent by post within the Dominion was estimated at 24,800, yielding a postage revenue of \$4,960.

In the year 1886, now under review, the number of closed parcels passing annually by mail within the Dominion is estimated at 640,000, contributing \$64,000 per annum in postage.

Until recently the Canadian Parcel Post did not extend beyond the limits of the Dominion, but in August last an arrangement went into operation for the transmission by mail of closed parcels not exceeding 3 lbs. each in weight between the United Kingdom and Canada.

Considerations attaching to the necessity for protecting the Customs revenue have limited the list of the Dominion Post Offices exchanging closed parcels with the United Kingdom to places where an authorized Customs agent can supervise

such transmissions and in the presence of the persons receiving the parcels in Canada, examine the contents and assess whatever duty the articles may be found liable to.

Measures are in progress for adding a number of Canadian Post Offices to the list, and it is further under consideration to extend the parcel post facilities to exchanges with certain British Colonies and foreign countries, through the medium of the British Post Office arrangements with those colonies and countries for the like purpose.

Comparative statement of the establishment of the Canada Post Office in 1880, 1885 and 1886 :—

		1880.	1885.	1886.
Number of Post Offices	-	5,773	7,084	7,295
do	Clerks, Letter Carriers, &c., in City			
	Post Offices -	452	674	698
do	Railway Mail Clerks -	190	290	304
do	Post Office Inspectors -	12	13	13
do	Assistant do -	9	12	12
do	Clerks, &c., in Inspectors' Offices	50	65	65
		<u>713</u>	<u>1,054</u>	<u>1,092</u>



TABLE showing the Number of Post Offices, Extent of Mail Travel, Number of Letters and Newspapers, &c., the Postal Revenue and Expenditure, Money Order and Post Office Savings Bank Business, in the Dominion of Canada, for the Year ended 30th June, 1886.

Provinces and Territories.	1st November, 1886. — Number of Post Offices.	Extent of Mail Service.		Estimated Number of Letters, Post Cards, Newspapers, &c., sent by Post in 1886.					Number of Books, Circulars, Samples and Patterns, and other Miscellaneous Articles.	Number of Parcels by Parcel Post.
		1886. — Number of Miles of Post Route.	1886. — Annual Rate of Mail Travel in Miles.	Letters.	Post Cards.	Registered Letters.	Free Letters.	Newspapers and Periodicals. — Number Posted otherwise than from Office of Publication.		
Ontario .....	2,835	17,589	11,452,536	39,000,000	10,089,000	2,000,000	2,400,000	4,600,000	8,000,000	350,000
Quebec .....	1,320	10,734	4,923,877	16,700,000	2,900,000	780,000	400,000	3,000,000	6,000,000	160,000
Nova Scotia .....	1,300	8,156	2,809,797	5,400,000	900,000	160,000	150,000	540,000	600,000	50,000
New Brunswick .....	1,019	5,221	2,028,117	4,000,000	700,000	120,000	120,000	480,000	220,000	30,000
Prince Edward Island .....	292	1,206	484,286	800,000	100,000	30,000	20,000	80,000	40,000	5,000
British Columbia .....	105	3,951	605,032	1,300,000	70,000	60,000	80,000	100,000	80,000	15,000
Manitoba .....	310	6,009	1,506,105	3,800,000	350,000	250,000	140,000	400,000	200,000	30,000
Keewatin .....	1									
North-West Territories .....	113									
Total .....	7,295	52,866	23,805,750	71,000,000	15,109,000	3,400,000	3,310,000	9,200,000	15,140,000	640,000

TABLE showing the Number of Post Offices, &c.—*Concluded.*

Provinces and Territories.	Postal Revenue and Expenditure.		Money Order Business for Year ended 30th June, 1886		Post Office Savings Bank, for Year ended 30th June, 1886.			
	Revenue for Year ended 30th June, 1886.	Expenditure for Year ended 30th June, 1886.	Number of Money Order Offices, 30th June, 1886.	Amount of Money Orders issued in Year ended 30th June, 1886.	Number of Post Office Savings Bank Offices, 30th June, 1886.	Number of Depositors, 30th June, 1886.	Total Amount deposited during Year, to 30th June, 1886.	Amount of Deposits and Interest to credit of the same, 30th June, 1886.
	\$ cts.	\$ cts.		\$ cts.		\$ cts.	\$ cts.	\$ cts.
Ontario .....	1,393,60 24	1,500,453 83	492	5,106,803 70	291	67,914	6,231,790 00	13,935,219 73
Quebec .....	534,046 03	750,496 61	143	1,110,612 83	69	12,027	1,245,691 00	3,074,713 89
Nova Scotia .....	190,383 82	306,704 26	128	1,512,886 79	19	532	81,100 00	69,186 50
New Brunswick .....	137,260 86	275,384 80	90	981,775 00	13	397	86,646 00	80,251 97
Prince Edward Island .....	29,001 10	77,537 96	9	119,758 25				
British Columbia .....	46,174 45	108,530 23	22	604,997 60				
Manitoba .....			16					
Keewatin .....	138,260 86	271,321 84	.....	787,355 17				
North-West Territories .....			10					
Total .....	2,468,747 36	3,380,429 53	910	10,231,189 39	392	80,870	7,645,227 00	17,159,372 09



## FREE DELIVERY BY LETTER CARRIERS.

ESTIMATE of the Weekly Averages of Letters and Papers delivered by Letter Carriers under the Free Delivery System, taken in November, 1886.

Office.	City Letters.	Registered Letters.	Other Letters.	Total Letters.	News-papers.	Total Letters and News-papers.	Letter Carriers.	
							Number Employed in Actual Delivery.	Total Number Employed, including Superintendents and Sorters.
Halifax .....	7,292	199	11,811	19,302	8,657	27,959	13	13
Hamilton .....	13,419	688	20,114	34,221	14,231	48,452	25	27
Kingston .....	5,457	308	8,455	14,220	6,762	20,982	7	7
London .....	6,848	620	25,604	33,072	11,394	44,466	22	24
Montreal, including Hochelaga and Point St. Charles .....	45,000	2,456	60,643	108,099	34,657	142,756	65	76
Ottawa .....	9,737	702	13,924	24,363	18,277	42,640	20	21
Quebec and St. Sauveur...	11,984	875	24,610	37,499	16,327	53,826	19	21
St. John .....	3,043	202	11,953	15,198	9,716	24,914	13	15
Toronto .....	70,045	5,954	119,852	195,851	49,293	245,144	70	78
Winnipeg .....	3,534	449	9,333	13,316	6,429	19,745	14	15
Totals .....	176,359	12,453	306,329	495,141	175,743	670,884	268	297
Totals in 1885 .....	151,835	12,079	275,441	439,355	160,703	600,058	.....	289
Increase .....	24,524	374	30,888	55,786	15,040	70,826	.....	8

Upon the above Averages the total Annual Delivery would be :—

	Letters.	Newspapers.	Total Letters and Newspapers.
In 1886 .....	25,747,332	9,138,636	34,885,968
In 1885 .....	22,846,460	8,356,556	31,203,016
Increase in 1886 .....	2,900,872	782,080	3,682,952

The total annual increase, of 1886 upon 1885, was about 11½ per cent.

## RAILWAY MAIL SERVICE.

Since the Return of last year for November, 1885, Mail service has been put in operation on 771 miles of additional Railway lines, as follows:—

Name of Railway.	Places between which Railways have been opened since November, 1885.	Miles.	Total.
Elgin Branch.....	Petitcodiac and Havelock.....	.....	13
Quebec and Lake St. John.....	Lac Simon and Rivière à Pierre.....	.....	12
Central Vermont.....	Magog and Sherbrooke.....	.....	16
Great Northern.....	St. Jérôme and New Glasgow.....	.....	8
<i>Canadian Pacific:—</i>			
In Manitoba and North-West.....	Manitou and Boissevain.....	80	322
In British Columbia.....	New Westminster and Junction.....	9	
do.....	Savona's Ferry and Donald.....	233	54
Canada Atlantic.....	Coteau and Rouse's Point.....	.....	72½
Central Ontario.....	Trenton Junction and Coe Hill Mines.....	.....	111½
Northern and North-Western.....	Gravenhurst and Nipissing Junction.....	.....	30
Erie and Huron.....	Wallaceburg and Sarnia.....	.....	59½
Manitoba and North-Western.....	Minnedosa and Birtle.....	.....	73
Esquimalt and Nanaimo.....	Victoria and Nanaimo.....	.....	771

STATEMENT of Distance travelled daily, with Mails, on each Railway in Canada, in November, 1886.

Name of Railway.	Actual length of Railway in Miles.	Daily Service by Travelling Post Office.		Daily Service by Bags in charge of Company's Servants.
		No. of Postal Cars on Road.	Distance Travelled in Miles.	
Intercolonial .....	a 917	10	2,564	872
Halifax and Annapolis .....	116	1	260	142
Western Counties .....	67	1	134	
Spring Hill and Parrsboro' .....	32			64
Prince Edward Island .....	196½	1	98½	572½
Albert .....	48	1	96	
Elgin Branch .....	27			54
Grand Southern .....	82½			165
New Brunswick and Canada .....	b 312½	3	562	711½
Kent Northern .....	27			54
Chatham Branch .....	9			
Quebec and Lake St. John .....	58	1	116	
Grand Trunk .....	2,411½	37	6,285½	5,550½
Quebec Central .....	b 138	2	286	
International .....	69	1	138	
Massawippi .....	38	1	76	68
South Eastern .....	221	3	378	90
Vermont Central (in Canada) .....	107	2	218	81
<i>Canadian Pacific:—</i>				
Ontario and Quebec .....	b 1,894	20	4,505	2,002½
Manitoba and North-West .....	c 1,548	9	2,954½	68
British Columbia .....	c 638½	4	1,260	16½
Great Northern .....	8			16
Canada Atlantic .....	132	1	231	495
Thousand Islands .....	2			12
Kingston and Pembroke .....	104	2	208	61
Napanee, Tamworth and Quebec .....	28	2	112	
Bay of Quinté .....	4			32
Central Ontario (formerly Prince Edward County)	104	2	208	30
Northern and North-Western .....	b 483½	6	758½	1,166½
Canada Southern .....	b 347½	3	601	265½
Erie and Huron .....	66	1	132	72
Manitoba and North-Western .....	138	1	184	
North-West Coal and Navigation Co. ....	109			109
Esquimalt and Nanaimo .....	73	1	146	
Totals .....	10,556½	116	22,511½	12,824½

a. Reduction of 10 miles from last year's return caused by construction of line between Pt. Lévi and St. Charles Junction, not previously taken into consideration.

b. The discrepancy between this and last year's returns, caused by the distances over certain portions of the main lines (used for trains on the branches), having in last year's return been included in the distances both of the main lines and branch lines.

c. 18½ miles on main line between Calgary and Donald—included in last year's return—in mileage in Manitoba and North-West Division, now transferred to the British Columbia Division.



**COMPARATIVE STATEMENT of Railway Mail Service in November, 1886, and  
November, 1885.**

Date.	Miles of Railway in Operation on which Mails are Carried.	Daily Service by Postal Cars.		Daily Service by Bags in Charge of Company's Servants.	Total Distance Travelled.	
		No. of Postal Cars on Railways.	Distance Travelled.		Daily.	Yearly.
In November, 1886.....	10,556 $\frac{1}{4}$	116	22,511	12,824 $\frac{1}{2}$	35,335 $\frac{1}{2}$	11,059,855 $\frac{1}{2}$
do 1885.....	9,858	110	20,209 $\frac{3}{4}$	12,497 $\frac{3}{4}$	32,707 $\frac{1}{2}$	10,253,649
Increase.....	a 698 $\frac{1}{4}$	6	2,301 $\frac{1}{4}$	326 $\frac{1}{2}$	2,627 $\frac{3}{4}$	806,206 $\frac{1}{2}$

a. The difference of 72 $\frac{3}{4}$  miles between the increase in the number of miles of railway, as shown by this and the previous statement, is occasioned—

		Miles.	Total.
1. By a diminution of distance on the	Intercolonial of.....	10	
do	do Grand Trunk of.....	22	
do	do Quebec Central of... ..	1	
do	do Canadian Pacific of.....	26 $\frac{1}{2}$	
do	do Northern & N.-Western..	10 $\frac{1}{4}$	
do	do Canada Southern.....	6 $\frac{1}{2}$	
		76	
2. By an increase of distance on the New Brunswick & Canada of		3 $\frac{1}{4}$	72 $\frac{3}{4}$

**REVENUE.**

The Postal revenue of the year was \$2,469,379.57, of which it is estimated that the postage on letters and post cards contributed \$2,300,000, and other transmissions and sources of revenue, including printed matter and parcels, the remainder.

As compared with the previous year there has been an increase of about 2 $\frac{1}{4}$  per cent., corresponding very nearly with the increase of 1835 upon 1884.

**EXPENDITURE.**

The expenditure included in the accounts of the year was \$3,380,429.53, made up as follows:—

For Mail Service	-	-	-	\$1,594,026 72
Salaries and allowances to Postmasters, Clerks,				
Letter Carriers and other persons employed				1,476,303 34
All other items of expenditure	-	-	-	310,099 47
				<u>\$3,380,429 53</u>

The details of this expenditure will be found under their appropriate heads in the accompanying returns.

**REGISTRATION.**

In this important branch of the Postal system, the returns for the year 1886 show a marked improvement upon the statement of the preceding year's business,

for, whilst there had been a considerable increase in the number of letters registered, the casualties affecting their safe carriage and delivery had been far less numerous.

It is estimated that 3,400,000 letters registered passed through the mails this year as compared with 3,060,000 in 1885.

The percentage of miscarriage in that year was as 1 in 13,362, but for the year 1886 the percentage has been only 1 in 21,250, and in most of the cases entering into the lesser rate of loss, the causes of miscarriage, such as accidents to railway trains, and conflagrations and burglaries in Post Offices, could not have been averted by any mere system of registration.

During the year ended 30th June, 1886, 160 letters miscarried.

Of these were destroyed by burning in railway accidents	- -	58
do do in Post Office conflagrations	- -	4
do do by loss of mail when crossing ice	- -	12
Registered letters in mail packages which failed to reach their destinations	- -	20
do do stolen from Post Offices by burglars	- -	8
do do lost, embezzled, or misdelivered in Post Offices	- -	36
do do stolen from Post Offices or from mails <i>en route</i>	- -	22

160

In the 58 cases included in the two last classes, 50 were traced to the Postmasters or other persons in fault, and the amounts lost in the letters made good by them.

There were 61 cases in which though the registered letters reached their destinations, complaints arose of the non-receipt of the contents, or portion of the supposed contents thereof.

In 42 of these cases it was sufficiently ascertained that an abstraction had been committed whilst in Post Office custody, and the Postmasters or other officers responsible for the care of the letters where this happened, made good the missing amounts.

In some of the other cases the supposed loss or abstraction was probably due to inadvertency or carelessness on the part of either the sender or receiver of the registered letter in question, and did not therefor occur while it was in Post Office custody.

Many letters posted in Canada for registration are unduly subjected to risks of delay and miscarriage by want of care on the part of both the senders and of Postmasters, to see that when posted and despatched, they bear the Registration Stamp appropriate to their destination.

When addressed for delivery within the Dominion or to Newfoundland, such letters at the time of posting in Canada should have affixed the red two cent Registration Stamp intended for registered letters circulating within the Dominion, and when addressed to the United Kingdom, the United States, or other destinations without the Dominion (except Newfoundland) they should have affixed the green five cent Registration Stamp issued for the purpose.

When this distinction is not observed and the letter bears a Registration Stamp which does not correspond with the destination intended, the correct transmission of the letter is endangered.

### DEAD LETTERS.

The dead letter statements show the total number of dead letters, circulars, post cards, &c., passing through the Canada Dead Letter Office in this year was 753,489, as compared with the previous year's total of 787,110. There were :—

Dead letters of Canada origin, returned as undelivered by the British Post Office	-	-	-	9,492
Dead letters of Canada origin, returned as undelivered by the United States Post Office	-	-	-	85,064
Dead letters of Canada origin, returned as undelivered by British Colonies and foreign countries	-	-	-	1,270
				<u>95,826</u>
Less registered letters transferred to registered class				1,378
				<u>94,448</u>
Ordinary dead letters, circulars, post cards, &c., returned from Canada Post Office	-	-	-	546,568
Ordinary dead letters registered or found to contain value				13,469
Letters, circulars, post cards, &c., sent to the Dead Letter Office for special reasons, such as insufficient address, non-payment of postage, &c.	-	-	-	99,004
				<u>753,489</u>

The various classes of letters sent in as above described included 17,856 registered letters, which were disposed of as follows :—

Delivered from Dead Letter Office to address	-	-	2,878
Returned to the writers, or to the country of origin, to be so returned	-	-	13,963
Failed of delivery to either address or the writer, and found to be of no value	-	-	896
Remaining in Dead Letter Office or in the hands of Postmasters for delivery	-	-	119
			<u>17,856</u>

Registered letters have continued to arrive in numbers from foreign countries for labourers employed on railways and other works. Many of such letters bear addresses so vague and insufficient as to make delivery impracticable, and in some cases the men addressed have shifted their scene of labour and left the Province or section of country to which the letters intended for them have been addressed, without leaving any direction to which letters for them could be forwarded. When delivery thus fails, such letters are returned to the Post Office of the country of origin.



## STATEMENT of Receipts and Issue of Postage Stamps, Post Bands, Post

## RECEIPTS.

Denominations.		Stamps on hand from last year.	Received from manufacturers.	Surplus on trans- actions of the year.	Returned by Postmasters, unfit for use.	Returned by Postmasters, fit for use.	Total number of Stamps, &c., to be accounted for.	Amount to be accounted for.
								\$ cts.
Registered.	$\frac{1}{2}$ cent.....	225,300	500,000	.....	249	300	725,849	3,629 24 $\frac{1}{2}$
	1 do .....	6,854,400	30,075,000	.....	15,223	10,400	36,955,023	369,550 23
	2 do .....	944,800	2,300,000	.....	6,797	9,800	3,261,397	65,227 94
	3 do .....	14,903,400	47,500,000	200	39,240	13,500	62,456,340	1,873,690 20
	5 do .....	571,350	1,900,000	100	3,252	4,100	2,478,802	123,940 10
	6 do .....	158,600	950,000	.....	722	1,200	1,110,522	66,631 32
	10 do .....	167,100	150,000	.....	407	500	318,007	31,800 70
	12 $\frac{1}{2}$ do .....	610,100	.....	.....	177	.....	610,277	76,284 62 $\frac{1}{2}$
	15 do .....	42,675	95,000	.....	164	.....	137,839	20,675 85
	2 do .....	960,700	2,300,000	.....	5,402	6,000	3,272,102	65,442 04
	5 do .....	174,400	250,000	.....	2,512	2,600	429,512	21,475 60
	Post Bands.....	150,418	525,000	.....	646	2,182	678,246	8,478 07 $\frac{1}{2}$
	1 ct. Cards.....	1,894,971	14,621,000	.....	2,255	9,019	16,527,345	165,273 45
	2 ct. do P.U.....	27,606	40,000	.....	568	1,474	69,648	1,392 96
	2 ct. Reply Cards..	24,391	150,000	.....	285	2,449	177,125	3,542 50
Envelopes.	1 cent.....	63,133	140,000	100	776	1,725	205,634	2,673 24 $\frac{1}{2}$
	3 do No. 1...	55,963	140,000	.....	78	.....	196,041	6,469 35 $\frac{3}{4}$
	3 do No. 2...	34,355	75,000	.....	303	.....	109,658	3,673 54 $\frac{3}{4}$
		27,863,662	101,711,000	400	79,056	65,249	129,719,367	2,909,850 97 $\frac{1}{4}$

Cards and Stamped Envelopes, for the Year ended 30th June, 1886.

ISSUE.						
Denominations.	Issued to Post-masters during the year.	Suspense Items.	Stamps destroyed as unfit for use.	Stamps on hand, 30th June, 1886.	Total number of Stamps, &c., thus accounted for.	Amount accounted for.
						\$ cts.
$\frac{1}{2}$ cent.....	544,500	.....	249	181,100	725,849	3,629 24 $\frac{1}{2}$
1 do .....	30,279,100	.....	15,223	6,660,700	36,955,023	369,550 23
2 do .....	2,681,000	.....	6,797	573,600	3,261,397	65,227 94
3 do .....	54,187,200	5,000	39,240	8,224,900	62,456,340	1,873,890 20
5 do .....	2,091,500	.....	3,252	384,050	2,478,802	123,940 10
6 do .....	903,700	.....	722	206,100	1,110,522	66,631 82
10 do .....	206,350	.....	407	111,250	318,007	31,800 70
12 $\frac{1}{2}$ do .....	1,400	.....	177	608,700	610,277	76,284 62 $\frac{1}{2}$
15 do .....	90,150	.....	164	47,525	137,839	20,675 85
Registered. { 2 do .....	2,604,500	50	5,402	662,150	3,272,102	65,442 04
{ 5 do .....	354,100	.....	2,512	72,900	429,512	21,475 60
Post Bands .....	579,900	.....	646	97,100	678,246	8,478 07 $\frac{1}{2}$
1 ct. Cards.....	15,078,300	.....	2,255	1,446,790	16,527,345	165,273 45
2 ct. do P. U. ....	47,700	.....	568	21,380	69,648	1,392 96
2 ct. Reply Cards.....	135,150	.....	285	41,690	177,125	3,542 50
Envelopes. { 1 cent.....	189,700	.....	776	15,158	205,634	2,673 24 $\frac{1}{2}$
{ 3 do No. 1.....	164,700	.....	78	30,263	196,041	6,469 35 $\frac{3}{10}$
{ 3 do No. 2.....	87,800	.....	303	21,555	109,658	3,673 54 $\frac{3}{10}$
	110,826,750	5,050	79,056	19,406,911	129,719,367	2,909,850 97 $\frac{3}{10}$

Value of the Issue during the Year, to 30th June, 1886 :—

Prince Edward Island.....	\$ 28,516 00
Nova Scotia.....	188,154 20
New Brunswick .....	135,117 70
Quebec .....	517,235 00
Ontario .....	1,374,356 80
Manitoba and North-West Territories.....	136,847 05
British Columbia .....	39,978 50
Total.....	\$2,420,205 25

NOTE.—The total Stamp Issue of the previous Year was \$2,337,852.15, showing a comparative increase in Issue for the present Year of \$82,353.10.

TABLE showing the General Operations of the Money Order System in the Dominion of Canada, year by year, from 1st July, 1867, to 30th June, 1886.

Year ended 30th June.	Number of Money Order Offices.	Total Number of Money Orders issued.	Total Amount of Money Orders issued in Canada.	WHERE PAYABLE.		Amount of Orders Issued in other Countries payable in Canada.	Gross Revenue from Fees on Money Orders, profit on Foreign Exchange, &c.		Expenditure for Salaries, Printing, Stationery and Miscellaneous.		Losses sustained in conducting the Money Order system.
				In Canada.	In other Countries.		\$	cts.	\$	cts.	
1868.....	515	90,163	3,352,881 40	2,959,762 80	393,118 60	90,579 92	29,942 57	30,655 65	2,355 55		
1869.....	550	96,627	3,563,644 95	3,193,305 77	370,339 18	100,822 81	30,935 12	32,594 17	3,169 99		
1870.....	558	110,021	3,910,249 95	3,480,610 00	420,639 95	117,913 89	33,477 71	31,746 97	1,584 74		
1871.....	571	120,521	4,546,433 85	4,067,735 17	478,698 68	126,694 06	38,495 55	33,225 68	.....		
1872.....	634	136,422	5,154,120 13	4,573,019 76	581,100 37	147,230 16	44,682 25	40,366 85	478 35		
1873.....	644	161,096	6,239,605 86	5,569,298 00	670,206 86	160,695 80	53,019 45	42,271 83	2,036 92		
1874.....	662	179,851	6,757,427 17	6,090,172 61	667,254 56	177,501 49	59,263 36	47,362 18	118 94		
1875.....	687	181,091	6,711,538 98	6,132,094 67	579,444 31	181,091 07	54,369 22	49,416 12	793 64		
1876.....	736	238,668	6,866,618 54	6,157,813 48	708,805 06	359,314 21	54,809 59	56,269 25	4,239 21		
1877.....	754	253,962	6,856,821 13	6,142,576 78	718,318 59	408,285 99	54,847 50	51,740 06	6,166 49		
1878.....	769	269,417	7,130,995 77	6,412,576 78	702,202 24	505,833 69	56,847 03	49,112 00	6,556 68		
1879.....	772	281,725	7,725,212 66	6,086,521 05	822,126 20	698,651 87	55,008 42	46,287 42	147 00		
1880.....	775	306,058	7,207,337 08	6,385,210 86	822,126 20	698,651 87	55,008 42	46,287 42	256 20		
1881.....	786	338,238	7,254,153 57	6,679,547 44	1,045,665 22	1,002,734 96	58,276 23	47,722 80	(a)	161 26	
1882.....	806	372,248	8,554,153 57	7,018,526 04	1,335,627 53	1,194,028 92	60,835 25	52,449 62	110 78		
1883.....	828	419,613	9,490,893 62	7,634,735 27	1,866,161 35	1,236,974 95	65,485 20	57,499 12	(b)	73,035 92	58 85
1884.....	866	463,502	10,067,834 85	7,971,919 70	2,095,915 15	1,262,867 91	73,592 86	77,499 12	(c)	73,211 35	882 61
1885.....	885	499,243	10,384,210 99	8,254,003 12	2,130,207 87	1,185,750 32	71,734 83	76,216 09	(d)	4,295 59	25 39
1886.....	910	529,558	10,231,189 39	8,146,095 87	2,085,093 52	1,245,957 32					

a. Not \$209.10 as stated in the Report for 1881, the sum of \$47.84 having been recovered since. (See page 22, Part III of present Report.)

b. This increase in the cost of management arises from the exhibition, for the first time, as a charge against the Money Order System, of the salaries of Clerks in City Post Offices, engaged exclusively in Money Order duties; also, from the preliminary expenses incurred in organizing Money Order Exchange with a number of additional Countries, as stated in the Report.

c. Including the amount of the "Void" Orders of all previous years, and henceforward the "Void" Orders are brought to account each year in this column.

d. Including payment for services partly chargeable to preceding year.

e. Not \$4,626.59 as stated in the Report of 1885, the sum of \$331 having been recovered since. (See page 22, Part III of present Report.)



TABLE showing the Amount of Money Order transactions between the Dominion of Canada and other Countries, year by year, from 1st July, 1867, to 30th June, 1886.

Year ended 30th June.	UNITED STATES.		UNITED KINGDOM.		FRANCE.		GERMANY, DENMARK, SWEDEN AND NORWAY.		ITALY.		SWITZERLAND, AUSTRIA HUNGARY AND ROUMANIA.		BELGIUM.		NEW- FOUNDLAND.		JAMAICA.		AUSTRALASIAN COLONIES, AND NEW ZEALAND.	
	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.
1868...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1869...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1870...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1871...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1872...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1873...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1874...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1875...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1876...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1877...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1878...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1879...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1880...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1881...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1882...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1883...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1884...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1885...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1886...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...

\* Nine months business only, from 1st October, 1883.  
† Eight do do 1st November, 1884.  
‡ Including Money Orders payable in several countries that have no direct exchange of Money Orders with Canada.

## MONEY ORDER SYSTEM.

The Money Order Offices in operation on 30th June, 1886, were 910, an increase of 25 during the year, the distribution being as follows:—

Ontario	-	-	-	-	-	492
Quebec	-	-	-	-	-	143
Nova Scotia	-	-	-	-	-	128
New Brunswick	-	-	-	-	-	90
Prince Edward Island	-	-	-	-	-	9
Manitoba	-	-	-	-	-	16
North-West Territories	-	-	-	-	-	10
British Columbia	-	-	-	-	-	22
						910

The accompanying Tables (on preceding pages) exhibit the Money Order transactions, both domestic and foreign, up to the 30th June, 1887. It will be seen that the interchange of Money Orders with other countries was as follows:—

Countries.	Issued in Canada.		Payable in Canada.	
	Number.	Amount.	Number.	Amount.
		\$		\$
*United Kingdom.....	56,426	753,743	17,843	294,484
United States.....	92,162	1,232,000	50,541	861,347
France.....	1,473	16,720	607	18,475
Germany, Sweden, Norway and Denmark.....	1,787	29,425	300	7,447
Italy.....	982	30,632	27	865
Switzerland, Austria and Roumania.....	198	3,702	55	1,356
Belgium.....	139	2,113	144	4,506
Newfoundland.....	338	6,467	2,069	40,092
Jamaica.....	35	718	251	8,557
Australasian Colonies and New Zealand.....	267	9,573	357	8,829

\*Including all those British Possessions, and a few Foreign Countries, between which and Canada there is not a direct Money Order exchange.

Notwithstanding a numerical increase of 30,200 in the Money Orders issued, the total value was \$153,000 less than in the previous year, this falling off in value, although accompanied by an increase in the number of Orders, being visible, not only in the domestic business, but in the issues upon the United Kingdom and the United States, the two chief countries abroad upon which Money Orders are drawn.

The exchange of Money Orders with France, Germany and the Continent of Europe generally, also the Australasian Colonies, continues to exhibit steady increase, as the facilities for transmission of small sums to those countries are becoming better known.

No losses by fraud were incurred in carrying on the Money Order business during the year, the conduct of the system being singularly free from loss from that, or indeed any, cause. The entire losses connected with the receipt and payment of the large sum of \$19,628,000 during the year—amounting to \$25 only—were due to the unexplained disappearance of a sum of \$20 in transmission from a country Post Office to the bank, whilst the sum of \$5 represents the loss on a counterfeit bank note.

A speedier despatch of the Advices of Money Orders drawn in Central and Northern Ontario upon the United States has been secured by the discontinuance of Toronto as an Exchange Office with that country and the substitution of Hamilton, a point nearer the frontier, and possessing other advantages in respect to mail connection with the United States.

This measure, together with the establishment of four additional Branch Money Order Offices in the suburbs of Toronto, has sensibly relieved the Money Order business in the Head Office at Toronto, which was becoming somewhat congested.



## STATEMENT of the Business of the POST OFFICE SAVINGS BANK

PERIOD.	Number of Post Office Savings Banks at close of period.	Number of deposits received during period.	Total amount of deposits received during period.	Average amount of each deposit received during period.	Number of withdrawals during period.	Total amount withdrawn during period.	Average amount of each withdrawal during period.	Number of accounts opened during period.
Three months ended 30th June, 1868...	81	3,247	\$ 212,507	\$ 65.44	166	\$ 8,857.48	\$ 53.35	2,146
Year ended 30th June, 1869.....	213	16,653	927,885	55.71	4,787	296,754.35	61.99	6,429
Year ended 30th June, 1870.....	226	24,994	1,347,901	53.93	9,478	664,555.51	70.11	7,823
Year ended 30th June, 1871.....	230	33,256	1,917,576	57.66	15,148	1,093,438.86	72.10	9,424
Year ended 30th June, 1872.....	235	39,489	2,261,631	57.27	19,325	1,571,665.19	81.33	10,846
Year ended 30th June, 1873.....	239	44,413	2,306,918	51.94	22,159	1,925,999.32	86.91	11,995
Year ended 30th June, 1874.....	266	45,329	2,340,284	51.63	24,248	2,086,243.42	86.04	12,048
Year ended 30th June, 1875.....	268	42,508	1,942,346	45.69	24,637	2,041,879.04	82.88	10,516
Year ended 30th June, 1876.....	279	38,647	1,726,204	44.66	23,127	1,783,257.97	77.11	10,218
Year ended 30th June, 1877.....	287	36,126	1,521,000	42.10	21,643	1,525,682.98	70.49	8,971
Year ended 30th June, 1878.....	295	40,097	1,724,371	43.00	21,065	1,486,158.73	70.55	10,058
Year ended 30th June, 1879.....	297	43,349	1,973,243	45.52	22,326	1,475,048.79	66.07	10,755
Year ended 30th June, 1880.....	297	56,031	2,720,216	48.55	26,043	1,820,213.16	69.89	14,407
Year ended 30th June, 1881.....	304	71,747	4,175,042	58.19	28,398	2,072,289.15	73.56	18,731
Year ended 30th June, 1882.....	308	97,380	6,435,989	66.09	35,859	3,461,619.31	96.53	25,778
Year ended 30th June, 1883.....	330	109,489	6,826,266	62.35	45,253	4,730,995.39	104.54	27,127
Year ended 30th June, 1884.....	343	109,388	6,441,439	58.88	56,026	5,649,611.13	100.84	26,562
Year ended 30th June, 1885.....	355	116,576	7,098,459	60.89	59,714	5,793,031.84	97.01	27,591
Year ended 30th June, 1886.....	392	126,322	7,645,227	60.52	62,205	6,183,470.60	99.40	29,103

\* The figures in smaller type in these two columns exhibit further withdrawals not paid to depositors Dominion Stock. The amount of Dominion Stock held by P. O. Savings Bank depositors, having, as The fluctuations in the expenses of management, and the average cost of each transaction,—where attributable to payments in one year for services not wholly chargeable to that year.

The total cost of maintaining the Post Office Savings Bank, including interest allowed to depositors the hands of the Government.

NOTE—(a) The result of burglaries at the Post Offices at Peterboro', Markdale and Lachute.

Canada, year by year, from 1st April, 1868, to 30th June, 1886.

Number of accounts closed during period.	Number of accounts remaining open at close of period.	Cost of Maintaining the Post Office Savings Bank.					Total Amount standing to the credit of all Open Accounts, inclusive of Interest allowed, at close of period.	Average amount standing to credit of each Open Account at close of period.
		Total Expense of Management, including Salaries, Compensation to Postmasters, Inspection, Printing, Stationery, &c.	Average cost of each Transaction, viz.: of each Deposit or Withdrawal.	Percentage of Cost of Management Balance due to depositors.	Losses sustained.	Interest allowed to depositors.		
		\$	\$		\$	\$	\$	\$
44	2,102	8,389.43	.....	.....	.....	939.37	204,588.89	97.33
1,319	7,212	5,808.14	0.23 $\frac{4}{10}$	0.67	.....	21,094.72	856,814.26	118.80
2,857	12,178	8,128.12	0.20 $\frac{5}{10}$	0.51	.....	48,689.08	1,588,848.83	130.41
4,449	17,153	11,108.40	0.20	0.44	.....	84,273.68	2,497,259.65	145.59
6,940	21,059	12,242.34	0.20 $\frac{1}{10}$	0.39	... ..	116,174.55	3,096,500.01	147.04
9,528	23,526	15,093.78	0.22 $\frac{7}{10}$	0.47	.....	126,932.88	3,207,051.57	133.32
10,606	24,968	14,442.71	0.20 $\frac{7}{10}$	0.45	.....	126,273.31	3,204,965.46	128.36
11,190	24,294	12,539.59	0.18 $\frac{7}{10}$	0.42	.....	120,758.06	2,926,090.48	120.44
10,097	24,415	14,662.14	0.23 $\frac{7}{10}$	0.53	.....	110,116.08	2,740,952.59	112.27
9,312	24,074	15,149.13	0.26 $\frac{2}{10}$	0.57	.....	104,067.86	2,639,937.47	109.60
8,597	25,535	15,266.08	0.25	0.55	6,126.67	103,834.29	2,754,484.03	107.87
8,845	27,445	16,100.03	0.24 $\frac{5}{10}$	0.51	.....	110,912.56	3,105,190.80	113.14
10,487	31,365	19,134.14	0.23 $\frac{3}{10}$	0.49	.....	136,075.47	3,945,669.11	125.80
10,491	39,605	23,223.99	0.23 $\frac{2}{10}$	0.37	.....	184,904.81	6,208,226.77	156.75
13,920	51,463	29,245.68	0.21 $\frac{1}{10}$	0.31	391.00	291,065.07	9,473,661.53	184.08
17,531	61,059	31,180.03	0.20 $\frac{2}{10}$	0.26	.....	407,305.17	11,976,237.31	196.13
20,939	68,682	34,168.95	0.20 $\frac{6}{10}$	0.26	.....	477,487.46	13,245,552.64	198.63
20,951	73,322	35,751.23	0.20 $\frac{3}{10}$	0.24	.....	539,560.51	15,090,540.31	205.81
21,555	80,870	41,358.11	0.21 $\frac{2}{10}$	0.24	a 341.49	607,075.38	17,159,372.09	212.18

in cash, but at their request paid over to the Finance Department to be inscribed in their names in shown, passed out of the Books of the Post Office Savings Bank, does not appear in this Statement. not explained by variations in the amount of business and the number of transactions,—are mainly

and all expenses of management, averages about 4 $\frac{1}{10}$  per cent. on the average Savings Bank balance in

## POST OFFICE SAVINGS BANK.

The business of the Post Office Savings Bank shows a considerable increase. The balance due to depositors on the 30th of June was \$17,159,372, an excess of \$2,068,832 over the previous year. The following figures show the comparative transactions of the past two years:—

—	1885.	1886.	Increase.	Percentage of Increase.
Number of deposits.....	116,576	126,322	9,746	8 $\frac{1}{2}$
Amount of deposits.....	\$7,098,459	\$7,645,227	\$546,768	7 $\frac{5}{8}$
Open accounts.....	73,322	80,870	7,548	10 $\frac{1}{4}$
Balance at credit of open accounts.....	\$15,090,540	\$17,159,372	\$2,068,832	13 $\frac{3}{8}$

On the 1st of September, 1885, the Post Office Savings Bank system was extended to the Provinces of Nova Scotia and New Brunswick, nineteen offices being opened in the former and thirteen in the latter. The larger cities and towns in these Provinces were already provided with Government Savings Banks, under the management of the Finance Department.

The total number of Post Office Savings Banks in operation on the 30th of June was 392, an increase of 37 over the preceding year.

No Savings Bank Offices were either suspended or closed, nor were there any losses by fraud during the year.

Five hundred and sixteen claims to moneys at the credit of deceased depositors' accounts were disposed of. Twenty of these involved reference to the Minister of Justice.

Four additional Branch Savings Bank Post Offices were established in Toronto on the 1st January, 1887, an extension of Savings Bank facilities which, it is believed, will prove convenient to suburban residents in that city. The measure will have the further effect of relieving the pressure of business at the head city office.

The accompanying tabular statement shows in statistical form the progress of the Post Office Savings Bank from its establishment (1st April, 1868) to the 30th June, 1886.

A. CAMPBELL,

*Postmaster-General.*

POST OFFICE DEPARTMENT,  
OTTAWA, January, 1887.













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## PART I.

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RE. C. NO. 1.

STATEMENT of the Revenue and Expenditure of the Post Office Department of the Dominion of Canada, for the Year ended 30th June, 1886.

REVENUE.	Amount	EXPENDITURE.	Paid by Cheque from Parliamentary Appropriation	Paid by Postmasters from their Revenue Collections.	Total.
	\$ cts.		\$ cts.	\$ cts.	\$ cts.
Balances due by Postmasters, 30th June, 1885..	64,986 74	Report:	710,950 0		710,950 0
Postage paid in money, on letters	16,751 19	{ Conveyance of mails by land.....	106,439 25		106,439 25
do do newspapers and periodicals	859 81	do do steamboats &c.....	758,436 90		758,436 90
do do way letters	86 10	do do railways.....	20,129 45	\$ 10	20,139 55
do do collected by letter carriers	285 19	{ Making and repairing mail bags and locks..	1 59 0 0	0 0	1 59 0 0
Postage stamps, post cards, &c., sold	2,406,601 86	A. Salaries.....	893,261 22	498,962 54	1,392,223 76
Miscellaneous receipts	8,474 86	B. Forward allowances.....		43,381 18	43,381 18
Ocean postage from Great Britain, 15 months to 31st March, 1885.....	22,418 97	C. All-wares towards rent, fuel and light		35,891 50	35,891 50
Less—Miscellaneous receipts	2,541,024 34	D. Discount to stamp vendors.....		32,710 69	32,710 69
Balances due by Postmasters, 30th June, 1886.....	71,647 77	E. Travelling expenses.....	18,650 42		18,650 42
		F. Trade-men's bills.....	8,887 94	30 56	8,918 50
		G. Rents and taxes.....	2,567 19	20 00	2,587 19
		H. Stationery, printing and advertising.....	47,188 30	6 22	47,194 52
		I. Fuel, light and water.....	19,830 30	59 25	19,889 55
		K. Miscellaneous disbursements.....	97,774 42	6,350 63	104,125 05
Net Revenue.....	2,469,795 57		\$2,763,186 41	\$3,712,157	
Balance.....	91,631 41				\$3,380,410 98
	\$3,380,410 98				

A CAMIBELL,  
Postmaster-General.

H. A. WICKSTEED,  
Accountant.

## REPORT No. 1, A.

STATEMENT of the Revenue and Expenditure of the Post Office Department of Canada, in the Province of Ontario, for the Year ended 30th June, 1886.

Revenue.	Amount	EXPENDITURE	Paid by Quebec from Parliamentary appropriation.	Paid by Postmaster-General from their Revenue Collections.	Total.
	\$ cts		\$ cts	\$ cts	\$ cts
Amounts due by Postmasters, 30th June, 1885	2,899 26	Report:	261,650 80	.....	26 650 80
Postage paid in money, on letters	9,87 26	(Conveyance of mails by land	8,094 60	.....	8,094 60
do do newspapers and periodicals	528 33	do do steamboats, &c	398,2 5 63	.....	398,215 63
do do way letters	66 67	do do railways	7,722 72	4 10	7,766 82
Amount collected by letter carriers	5,294 59	(Making and rep'g mail bags and locks.	675,823 81	4 10	675,827 91
Cost of letter boxes, drawers, &c	1,364,868 75½		442,861 85	262,302 58	705,164 43
Postage stamps, post cards, &c., sold	2,151 62	A. Salaries	.....	22,070 57	22,070 57
Miscellaneous receipts (including \$1,895 15 received by 3rd Department)	12,563 85	B. Allowances	.....	22,303 01	22,303 01
Ocean postage from Great Britain, 15 months to 31st March, 1886	1,417,137 83½	C. Allow's towards rent, fuel and light	.....	19,644 81	19,644 81
Less—Misc sent and dead letters.... \$ 1,656 99½	23,577 09½	D. Discount to stamp vendors	9,066 95	.....	9,066 95
Balance due by Postmasters, 30th June, 1886	1,393,600 24	E. Travelling expenses	46,324 94	.....	46,324 94
	196,825 04	F. Tradesmen's bills	736 24	.....	736 24
	\$1,490,435 28	G. Rents and taxes	24,387 98	.....	24,387 98
		H. Stationery, printing and advertising	9,248 29	.....	9,248 29
		I. Fuel, light and water	51,493 23	4,106 98	55,594 21
		K. Miscellaneous disbursements	\$1,260,603 23	\$330,433 05	\$1,590,435 28
Net Revenue					
Balance					

A. CAMPBELL,  
Postmaster-General

H. A. WICKSTEED,  
Accountant

MEMO.—An amount of \$18.55, at page 223 in Ontario miscellaneous disbursements, having been disallowed by the Auditor General since these pages were printed, has, by direction of the Treasury Board, been transferred from Post Office Accounts to unforeseen expenses, Public Accounts; consequently the amount brought into the General Statement, at page 4, part 1, is \$55,600 37 instead of \$55,618.92 as above.





## REPORT No. 1, B.

## STATEMENT of the Revenue and Expenditure of the Post Office Department of Canada, in the Province of Quebec, for the Year ended 30th June, 1886.

REVENUE.	Amount.	EXPENDITURE.			Total.
	\$	cts.	Paid by Cheque from Parliamentary Appropriation.	Paid by Postmasters from their Revenue Collections.	\$
Balances due by Postmasters, 30th June, 1885 ..	16,315	84			147,059
Postage paid in money, on letters.....	3,489	73			45
do newspapers and periodicals .....	189	00			27,360
do way letters.....	5	33			97
Amount collected by letter carriers.....	6,479	10			158,824
Rents of letter boxes, drawers, &c. ....	516,770	26			03
Postage stamps, post cards, &c., sold .....	5,301	62			6,859
Miscellaneous receipts (including \$5,041 28 received at Department) .....	4,787	45		2 00	73
Ocean postage from Great Britain, 15 months to 31st March, 1886 .....	533,337	33		2 00	340,106
Less—Mis-sent and dead letters .... \$ 779 41					18
Balances due by Postmasters, 30th June, 1886.....	19,291	30			328,944
	534,046	03			61
Net Revenue .....	216,460	58			8,714
Balance .....	\$750,486	61			49
					33
					4,378
					33
					7,574
					27
					4,855
					62
					19,102
					70
					854
					35
					9,568
					60
					6,267
					87
					301
					35
					\$118,757
					38
					\$750,495
					61

A. CAMPBELL,  
Postmaster-General.H. A. WICKSTEED,  
Accountant.

## REPORT No. 1, C.

STATEMENT of the Revenue and Expenditure of the Post Office Department of Canada, in the Province of Nova Scotia, for the Year ended 30th June, 1886.

REVENUE.	Amount.	EXPENDITURE.	Paid by Cheque from Parliamentary Appropriation.	Paid by Postmasters from their Revenue Collections.	Total
	\$ cts.		\$ cts.	\$ cts.	\$ cts.
Balances due by Postmasters. 30th June, 1885....	13,707 25	Report : ( Conveyance of mails by land ..... do do steamboats, &c. .... do do railways ..... do Making and rep'g mail bags and locks.. )	112,539 53 5,107 05 48,031 38 1,024 50 166,752 46	..... ..... ..... ..... .....	112,539 53 5,107 05 48,031 38 1,024 50 166,752 46
Postage paid in money, on letters ..... do newspapers and periodicals ..... do do way letters.....	846 14 87 25 6 17				
Amount collected by letter carriers ..... Rents of letter boxes, drawers, &c. .... Postage stamps, post cards, &c., sold ..... Miscellaneous receipts (including \$67 16 received at Department ..... Ocean postage from Great Britain, 15 months to 31st March, 1886.....	1,605 48 186,033 23 313 16 1,733 06 204,391 74	A. Salaries ..... B. Forward allowances ..... C. Allow's towards rent fuel and light. D. Discount to stamp vendors ..... E. Travelling expenses ..... F. Tradesmen's bills. .... G. Rent and taxes ..... H. Stationery, printing and advertising. I. Fuel, light and water ..... K. Miscellaneous disbursements.....	54,976 39 ..... ..... 1,714 37 6,519 42 ..... 4,191 40 890 24 5,361 68 \$240,408 96	56,771 26 4,341 50 3,610 00 1,415 72 ..... ..... ..... ..... 156 82 \$66,295 30	111,747 65 4,341 50 3,610 00 1,415 72 1,714 37 6,519 42 ..... 4,191 40 890 24 5,521 50 \$306,704 26
Less—Mis-sent and dead letters..... \$ 235 35 Balances due by Postmasters, 30th June, 1886..... 13,772 57					
Net Revenue ..... Balance .....	190,383 32 116,320 44 \$306,704 26				

A. CAMPBELL,  
Postmaster-General.

H. A. WICKSTEED,  
Accountant.



## REPORT No. 1, D.

## STATEMENT of the Revenue and Expenditure of the Post Office Department of Canada, in the Province of New Brunswick, for the Year ended 30th June, 1886.

REVENUE.	Amount.	EXPENDITURE.	Paid by Cheque from Parliamentary Appropriation.	Paid by Postmasters from their Revenue Collections.	Total.
	\$ cts.		\$ cts.	\$ cts.	\$ cts.
Balances due by Postmasters, 30th June, 1885...	3,820 33	Report:	52,988 07	.....	52,988 07
Postage paid in money, on letters.....	454 26	2 D. { Conveyance of mails by land.....	15,725 30	.....	15,725 30
do do newspapers and periodicals.....	23 66	do do steamboats, &c.....	75,604 32	.....	75,604 32
do do way letters.....	10 93	do do railways.....	1,223 03	.....	1,223 03
Amount collected by letter carriers.....	295 19	do Making and rep'g mail bags and locks..	145,540 72	.....	145,540 72
Rents of letter boxes, drawers, &c.....	1,215 75				
Postage stamps, post cards, &c., sold.....	134,101 48	3 D. { A. Salaries.....	70,570 30	34,417 06	104,987 36
Miscellaneous receipts (including .06cts. received at Department).....	31 06	B. Forward allowances.....	.....	3,664 75	3,664 75
Ocean postage from Great Britain, 15 months to 31st March, 1886.....	1,343 60	C. Allow's towards rent, fuel and light.....	.....	1,750 00	1,750 00
		D. Dis'out to stamp vendors.....	.....	1,532 85	1,532 85
		E. Travelling expenses.....	1,006 63	.....	1,006 63
	141,296 26	F. Tradesmen's bills.....	5,313 42	.....	5,313 42
		G. Rents and taxes.....	.....	.....	.....
Less—Mis-sent and dead letters....\$ 135 18		H. Stationery, printing and advertising.....	3,638 57	.....	3,638 57
Balances due by Postmasters, 30th June, 1886.....	4,035 40	I. Fuel, light and water.....	2,897 69	.....	2,897 69
		K. Miscellaneous disbursements.....	4,882 95	139 86	5,022 81
Net Revenue.....	137,260 86		\$233,890 28	\$41,504 52	
Balance.....	138,123 94				
	\$275,384 80				\$275,334 80

H. A. WICKSTEED,  
Accountant.A. CAMPBELL,  
Postmaster-General.

## REPORT No. 1, E.

STATEMENT of the Revenue and Expenditure of the Post Office Department of Canada, in the Province of Manitoba, including the North-West Territories, for the Year ended 30th June, 1886.

REVENUE.	Amount.	EXPENDITURE.	Paid by Cheque from Parliamentary Appropriation.	Paid by Postmasters from their Revenue Collections.	Total.
	\$ cts.		\$ cts.	\$ cts.	\$ cts.
Balances due by Postmasters, 30th June, 1885...	7,705 89	Report:	88,482 70	88,482 70	88,482 70
Postage paid in money, or letters...	1,541 16	2 E. { Conveyance of mails by land. ....	44,497 66	44,497 66	44,497 66
do do newspapers and periodicals .....	3 02	do do steamboats, &c .....	1,937 76	1,937 76	1,937 76
do do way letters .....		do do railways .....			
Amount collected by letter carriers .....		Making and rep'g mail bags and locks..	134,918 12	134,918 12	134,918 12
Rents of letter boxes, drawers, &c .....	2,175 60				
Postage stamps, post cards, &c., sold .....	135,360 13	A. Salaries .....	70,662 22	31,786 21	102,448 43
Miscellaneous receipts .....	81 00	B. Forward allowances .....		2,913 77	2,913 77
Ocean postage from Great Britain, 15 months to 31st March, 1886 .....	1,289 55	C. Allow's towards rent, fuel and light .....		3,364 00	3,364 00
		D. Discount to stamp vendors .....		1,635 69	1,635 69
		E. Travelling expenses .....		890 80	890 80
		F. Tradesmen's bills .....		5,139 06	5,139 06
		G. Rents and taxes .....		921 00	921 00
		H. Stationery, printing and advertising .....		4,077 15	4,077 15
		I. Fuel, light and water .....		349 31	349 31
		K. Miscellaneous disbursements .....		13,505 39	14,664 51
				1,159 12	
LESS—Mis-sent and dead letters .....	\$ 266 95		\$230,463 05	\$40,858 79	
Balances due by Postmasters, 30th June, 1886 .....	8,975 73				
Net revenue .....	138,913 07				
Balance .....	132,408 77				
	\$271,321 84				\$271,321 84

A. CAMPBELL,  
Postmaster-General.

H. A. WICKSTEED,  
Accountant.

STATEMENT of the Revenue and Expenditure of the Post Office Department of Canada, in the Province of British Columbia, for the Year ended 30th June, 1886.

REVENUE.	Amount.	EXPENDITURE.	Paid by Cheque from Parliamentary Appropriation.	Paid by Postmasters from their Revenue Collections.	Total.
	\$ cts.		\$ cts.	\$ cts.	\$ cts.
Balances due by Postmasters, 30th June, 1885.....	832 43	Report: Conveyance of mails by land.....	36,825 80	.....	36,825 80
Postage paid in money, on letters.....	512 70	do do steamboats, &c.....	34,683 33	.....	34,683 33
do do newspapers and periodicals.....	23 85	do do railways, &c.....	4,760 82	.....	4,760 82
do do way letters.....	.....	Making and rep'g mail bags and locks.....	399 22	.....	399 22
Amount collected by letter carriers.....	.....		76,669 17	.....	76,669 17
Rents of letter boxes, drawers, &c.....	3,816 50	A. Salaries.....	17,442 93	7,963 50	25,406 45
Postage stamps, post cards, &c., sold.....	40,437 16½	B. Forward allowances.....	.....	710 00	710 00
Miscellaneous receipts.....	286 50	C. Allow's towards rent, fuel and light.....	.....	209 16	209 16
Ocean postage from Great Britain, 15 months to 31st March, 1886.....	394 58	D. Discount to stamp vendors.....	.....	614 70	614 70
		E. Travelling expenses.....	809 00	.....	809 00
LESS—Mis-sent and dead letters.....\$ 110 78½	46,303 72½	F. Tradesmen's bills.....	1,355 34	30 56	1,385 90
Balances due by Postmasters, 30th June, 1886.....	129 27½	G. Rents and taxes.....	.....	20 00	20 00
		H. Stationery, printing and advertising.....	863 92	6 22	875 14
Net revenue.....	46,174 45	I. Fuel, light and water.....	15 00	59 25	74 25
Balance.....	62,355 78	K. Miscellaneous disbursements.....	1,269 96	486 50	1,756 46
	\$108,530 23		\$98,430 24	\$10,099 89	\$108,530 23

H. A. WICKSTEED,  
Accountant.

A. CAMPBELL,  
Postmaster-General.



## REPORT No. 1, G.

STATEMENT of the Revenue and Expenditure of the Post Office Department of Canada, in the Province of Prince Edward Island, for the Year ended 30th June, 1886.

REVENUE.	Amount.	EXPENDITURE.	Paid by Cheque from Parliamentary Appropriation.	Paid by Postmasters from their Revenue Collections.	Total.
	\$ cts.		\$ cts.	\$ cts.	\$ cts.
Balances due by Postmasters, 30th June, 1885.....	685 74	Report: { Conveyance of mails by land.....	11,318 67	.....	11,318 67
Postage paid in money, on letters.....	144 94	do do steamboats, &c.....	15,363 00	.....	15,363 00
do do newspapers and periodicals.....	3 70	do do railways.....	26,603 00	.....	26,603 00
do do way letters.....	.....	2 G. { Making and rep'g mail bags and locks.....	922 49	.....	922 49
Amount collected by letter carriers.....	.....		54,212 16	.....	54,212 16
Rents on letter boxes, drawers, &c.....	361 50	A. Salaries.....	10,530 84	7,634 99	18,225 83
Postage stamps, post cards, &c., sold.....	28,933 44	B. Forward allowances.....	.....	1,069 00	1,069 00
Miscellaneous receipts.....	.....	C. Allow's towards rent, fuel and light.....	.....	280 00	280 00
Ocean postage from Great Britain, 15 months to 31st March, 1886.....	276 88	D. Discount to stamp vendors.....	.....	292 65	292 65
	.....	E. Travelling expenses.....	187 05	.....	187 05
	.....	3 G. { F. Tradesmen's bills.....	1,073 98	.....	1,073 98
	30,406 20	G. Rent and taxes.....	50 00	.....	50 00
Less—Mis-sent and dead letters..... \$ 20 32	.....	H. Stationery, printing and advertising.....	455 68	.....	455 68
Balances due by Postmasters, 30th June, 1886.....	1,384 78	I. Fuel, light and water.....	161 80	.....	161 80
	.....	K. Miscellaneous disbursements.....	1,529 81	.....	1,529 81
Net Revenue.....	29,001 10		\$68,261 32	\$9,276 64	
Balance.....	48,536 86				\$77,537 96
	\$77,537 96				

A. CAMPBELL,  
Postmaster-General.

H. A. WICKSTEED,  
Accountant.

PROVINCE OF ONTARIO.

REPORT No. 2, A.

DETAIL of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1886.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						\$ cts.
Aberarder and Railway Station.....	D. N. Sinclair.....	Foot or vehicle.	1	6	12 months	40 00
Aberdour and Railway Station.....	G. Christie.....	Optional.	1	6	12 do	70 00
Aboyne and Elora.....	E. T. Mills.....	do	12	6	12 do	75 00
Acton and Knatchbull.....	W. Langrill.....	do	5	2	12 do	75 00
Acton and Speyside.....	do	do	6	2	12 do	75 00
Addison and Railway Station.....	R. McKim.....	Vehicle	8 1/2	6	12 do	187 00
Adelaide and Strathroy.....	J. Harris.....	do	7	6	12 do	200 00
Adolphustown and Bath.....	J. H. Robin.....	do	14	6	12 do	430 00
Adolphustown and Napanee.....	F. Membrey.....	do	24 1/2	6	12 do	600 00
Agincourt and Railway Station.....	W. Lawton.....	do	4	6	12 do	30 00
Agincourt Station and L'Amoureux.....	L. Phelan.....	Horse or vehicle.	4	3	12 do	100 00
Agincourt—C. P. Railway and Midland Railway.....	W. Lawton.....	Optional.	1 1/2	12	9 do	81 31
Ahmie Harbor and Dunchurch.....	J. Groswell.....	do	4	1	12 do	40 00
Ahmie Lake and Sponce.....	J. McCartney.....	do	9	1	12 do	60 00
Ailsa Craig, Denfeld and Railway Station.....	J. Orr.....	do	6	6 &	12 do	280 00
Air Line Junction and Railway Station.....	G. Schourea.....	do	1	6	12 do	40 00
Albert and Marysville.....	P. Sullivan.....	do	9	3	12 do	140 00
Alberton and Lynden.....	B. Dunham.....	do	7	6	12 do	188 00
Albion, Castleberg and Mount Wolf.....	D. McDearmid.....	do	3 & 5	6	12 do	210 36
Albion and Railway Station.....	R. H. Booth.....	Horse or vehicle.	1 1/2	24	12 do	100 00
Albuna and Cottam.....	E. S. Irwin.....	Optional.	5 1/2	2	12 do	75 00
Albury and Rednersville.....	J. T. Rose.....	Horse or vehicle.	4	3	12 do	75 00
Alboro' and Rodney.....	T. K. Morris.....	do	6	6	12 do	165 00
Aldershot and Watdown.....	J. Simmons.....	do	3	12	6 do	125 00
do	do	do	3	12	6 do	99 50
Alexandria and McCrimmon.....	R. McLennan.....	Vehicle	9	6	12 do	260 00
Alexandria and Railway Station.....	D. McMaster.....	do	1	12	6 do	39 00
do	do	do	1	24	6 do	78 00
Alexandria and St. Raphael West.....	S. R. McLeod.....	do	17	6	12 do	297 00
Alexandria and Vankleek Hill.....	X. Lajeunesse.....	do	19	6	12 do	425 00
Alfred and Montebello.....	L. Larocque.....	do	9	6	12 do	200 00
Algoma Mills and Serpent River.....	O. E. Smith.....	Foot or boat.	7	2	Season, 1885	90 00



## REPORT No. 2, A—Continued.

DETAIL of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1886.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						\$ cts.
Allanburg and Railway Station.....	W. Livingston.....	On foot.....	1	12	6 months (to Sept. 30, 1885).....	46 94
do do.....	do.....	do.....	1	12	do from do.....	47 00
Allendale and Holly.....	M. Campbell.....	Optional.....	3 1/2	6	do do.....	145 00
Allendale and Paiswick.....	W. Thompson.....	Horse or vehicle.....	3 1/2	6	do do.....	150 00
Allendale and Railway Station.....	M. J. Hamlin.....	On foot.....	5	36	do do.....	150 00
Allan Park and Hampden.....	H. Byers.....	Optional.....	5	2	(to June 30, 1885).....	15 00
do do.....	do.....	do.....	5	2	do from do.....	52 50
Allan Park and Lamlash.....	E. Earls.....	do.....	5	3	do do.....	40 00
do do.....	do.....	do.....	5	3	do from do.....	55 00
Allenford and Owen Sound.....	G. Seagel.....	do.....	13	6	do do.....	199 00
Allenford and Railway Station.....	A. Johnston.....	do.....	11	12	do do.....	140 00
Allenford and Saugeen.....	W. Gilbert.....	do.....	4 1/2	6	do do.....	195 00
Allenford and Skipsnes.....	D. Morton.....	Horse or vehicle.....	4 1/2	2	do do.....	65 00
Allenville and Utterson.....	J. McNicol.....	Optional.....	4	6	Season, 1885.....	81 45
Allenwood and Elmvale.....	J. Harvey.....	do.....	3	3	12 months.....	110 00
Allenwood and Gibson.....	do.....	do.....	3	2	(to Sept. 30, 1885).....	25 00
do do.....	do.....	do.....	3	2	do from do.....	22 50
Allisonville and Consecon.....	G. Pine.....	Vehicle.....	8	3	do do.....	115 00
Alliston and Elm Grove.....	J. Berridge.....	Horse or vehicle.....	14 r. t.	6	do do.....	300 00
Alliston and Railway Station.....	T. Langley.....	do.....	9	12	do do.....	49 00
Alliston and Rosemont.....	do.....	Optional.....	9	6	do do.....	280 00
Allua and Edmonton.....	R. Quin.....	do.....	4	2	do do.....	80 00
Allsaw and Ingoldsb'y.....	J. Dauncy.....	Horse or vehicle.....	10	2	(to Dec. 31, 1885).....	22 00
Allsaw and Minden.....	D. Burk.....	do.....	8	12	do from do.....	35 00
Alma and Winfield.....	J. S. Johnston.....	Vehicle.....	12	12	do do.....	112 00
Alma and Olayton.....	W. Hill.....	Horse or vehicle.....	12	3	do do.....	124 00
Almonte and Railway Station.....	E. Dowdall.....	Vehicle.....	12	6	do do.....	313 00
Almonte and West Huntley.....	H. F. Bickmore.....	Optional.....	12	30 & 25	do do.....	91 80
Alport and Bracebridge.....	H. F. Bickmore.....	Horse or vehicle.....	12	3	do do.....	196 00
Alfeldt and Railway Station.....	H. Ziegler.....	Vehicle.....	1 1/2	6	Part of seasons, 1884-85 & 1885-86.....	48 75
Alton and Railway Station.....	A. Meuzies.....	Optional.....	1 1/2	3	12 months.....	100 00
Alvinston and Railway Station.....	C. E. Brannan.....	do.....	1 1/2	12	do do.....	93 90
do do.....	D. Livingston.....	do.....	1 1/2	12	(to June 30, 1885).....	15 60
Amaranth Station and Railway Station.....	J. Lacon.....	Horse or vehicle.....	1 1/2	6	do from do.....	63 75
do do.....	do.....	do.....	1 1/2	6	do do.....	40 00



Amberley and Kincardine.	J. Gentles.	Vehicle.	14	6	12	do	380 00
Amberley and Lochabsh.	J. McLennan.	Horse or vehicle	4	2	12	do	60 00
Amberley and Lurgan.	J. McCrindle.	Optional.	4	3	12	do	79 00
Ameliasburg and Belleville.	J. Coleman.	do	10	6	3	do	125 00
do	G. W. Tier.	do	10	6	9	do	300 00
Ameliasburg and Mountain View.	D. Hubbs.	do	4	3	12	do	60 00
Amersburg and Oxley.	A. Elliott.	Horse or vehicle	18	6	12	do	475 00
Amersburg and Railway Station.	E. G. Park.	Vehicle.	1	18 & 12	12	do	228 48
Amersburg and Windsor.	C. M. Hunt.	do	18	6	3	do	361 25
Amiens and Lobo.	J. W. Edwards.	do	12	6	3	do	150 00
Amigari and Railway Station.	A. Hurrell.	Optional	8	12	12	do	65 00
Ancaster and Hamilton.	J. Phillips.	Vehicle	7	12	3	do	74 50
do	W. M. Elliott.	do	7	12	9	do	168 00
Anderson and Granton.	J. Anderson.	Horse or vehicle	15	12	12	do	250 00
Angus and Railway Station.	W. J. Smith.	Optional	8	12	12	do	60 00
Ansonia and Thessalon.	J. B. Dobie.	do	8	1	12	do	65 00
Anten Mills and Railway Station.	J. McLaughlin.	do	10	6	12	do	100 00
Antioch and Grasmere.	J. Russell.	do	10	1	12	do	52 00
Appin and Glen Willow.	J. M. Cameron.	do	5	3	6	do	35 00
do	do	do	5	3	6	do	45 00
Appin and Mayfair.	J. E. Campbell.	Horse or vehicle	3	3	12	do	100 00
Appleby and Railway Station.	J. Prescott.	Optional	4	6	12	do	82 00
Appledore and Railway Station.	O. B. Arnold.	Horse or vehicle	2	12	12	do	64 48
Appleton and Railway Station.	J. G. Munro.	do	4	12	6	do	102 92
do	do	do	4	12	6	do	157 50
Apsley and Cheddar.	T. Eastland.	do	20	1	3	do	35 00
do	do	do	20	1	3	do	43 75
do	do	do	21	1	6	do	90 00
Apsley and Clanciarde.	A. Graham.	do	9	1	6	do	20 00
Apsley and Lasswade.	J. W. Ratcliff.	Optional	11	1	10	do	50 00
Apsley and Peterboro'.	T. Eastland.	Horse or vehicle.	40	3	3	do	120 00
do	do	do	40	3	9	do	412 50
Apto and Phelpsston Station.	P. Gallagher.	Optional.	6	6	12	do	145 00
Archer and Bouck's Hill.	T. Archer.	Vehicle.	9	3	12	do	80 00
Archville and Ottawa.	J. J. Garrow.	Optional.	13	6	12	do	60 00
Ardragh and Comanda.	J. Driver.	Vehicle.	9	1	12	do	64 16
Arlen and Railway Station.	J. Babcock.	Optional.	1	6	12	do	75 00
Arden and Tamworth.	A. Thompson.	Horse or vehicle.	20	3	3	do	62 50
do	do	do	20	3	9	do	168 75
Ardras and Orillia.	W. Blair.	do	9	2	12	do	160 00
Arkona and Keyser.	T. Dowden.	do	5	2	6	do	27 50
do	B. Learn.	do	5	2	6	do	27 50
Arkona and Thedford.	T. Dowden.	Vehicle.	7	6	6	do	117 50
do	do	do	7	6	6	do	117 50
Arkona and Watford.	B. Learn.	do	12	6	6	do	150 00
do	do	do	12	6	6	do	150 00
Arkwright and Mount Hope.	J. Cole.	Optional.	33	3	12	do	50 00
Armada and Unionville.	J. Webber.	do	6	3	12	do	100 00
Armow and Kincardine.	J. Jarrel.	do	12	3	6	do	99 00

## REPORT No. 2, A—Continued.

DETAIL of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1886.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						\$ cts.
Armow and Kincardine.....	W. Shier.....	Optional.....	11	3	6 months (from Oct. 1, 1885).....	85 00
Armstrong's Mills and Guelph.....	G. Armstrong.....	Horse or vehicle.....	8	2	do.....	75 00
Arnott and Railway Station.....	W. G. Murray.....	Optional.....	12	12	do.....	60 00
Arnprior and Fitzroy Harbor.....	W. A. Shirreff.....	Vehicle.....	12	6	do.....	245 00
Arnprior and Railway Station.....	O. Tierney.....	do.....	4	30	(to Dec. 31, 1885).....	141 76
do.....	H. Tierney.....	do.....	4	25	from do.....	44 94
Arnprior and White Lake.....	J. P. McGonigal.....	do.....	19	3	do.....	380 00
Arthur and Ferguson.....	J. L. L. Benham.....	do.....	12	6	do.....	237 00
Arthur and Metz.....	J. R. Bell.....	Horse or vehicle.....	6	2	do.....	60 00
Arthur and Monck.....	R. Jackson.....	Optional.....	12	2	do.....	37 25
do.....	J. Buschlen.....	do.....	12	2	do.....	168 00
Arthur and Railway Station.....	J. H. Shoebottom.....	Horse or vehicle.....	3	24	do.....	125 00
Arva and Ballmote.....	do.....	do.....	3	2	do.....	43 50
Ash and Railway Station.....	W. H. Dorland.....	Optional.....	6	2	do.....	35 00
Ashad and Bagot.....	S. Fellelor.....	Horse or vehicle.....	16	6	do.....	18 67
Ashad and Railway Station.....	J. Harvie.....	Optional.....	6	1	(to Oct. 31, 1885).....	10 42
Ashdown and Rosseau.....	A. Ross.....	Horse or vehicle.....	6	3	Season, 1885.....	18 75
Ashdown and Turtle Lake.....	E. West.....	do.....	6	1	12 months.....	50 00
Ashdown and West Grove.....	E. Nixon.....	do.....	3	1	do.....	40 00
Ashgrove and Georgetown.....	G. Follis.....	Optional.....	11	6	do.....	225 00
Ashley and Railway Station.....	A. Burrows.....	do.....	11	3	do.....	50 00
Ashton and Prospect.....	E. S. Oond.....	Horse or vehicle.....	2	6	do.....	190 00
Ashton and Railway Station.....	E. Langan.....	do.....	1	12	do.....	100 00
Atherley and Railway Station.....	G. C. Wilson.....	do.....	3	6	do.....	160 00
Atherton and Delhi.....	S. E. Turner.....	Optional.....	19 r. t.	2	do.....	45 00
Athlone and Tottenham.....	J. Lundy.....	do.....	17	6	do.....	220 00
Attercliffe Station and Railway Station.....	J. McKay.....	Vehicle.....	17	12	do.....	78 24
Atwood and Mitchell.....	D. Gordon.....	Optional.....	6	6	do.....	480 00
Atwood and Railway Station.....	do.....	do.....	6	3	(to June 30, 1886).....	9 00
do.....	W. J. Moore.....	do.....	6	2	from do.....	39 00
Auburn, Blyth and Fordyce.....	R. J. Armstrong.....	do.....	10	6	do.....	374 00
Aughrim and Bothwell.....	A. T. Augustine.....	do.....	6	3	do.....	289 00
Aughrim and Mosside.....	G. Bush.....	Horse or vehicle.....	9	3	do.....	84 00
Aultsville and Bush Glen.....	do.....	do.....	9	3	do.....	75 00



Aulsville and East Williamsburg.....	G. A. Summers.....	Vehicle.....	2 1/2	6 1/2	do	60 00
Aurora and Railway Station.....	D. W. Doan.....	Foot or vehicle.....	2 1/2	24 1/2	do	120 00
Aurora and Schenberg.....	H. Isaacs.....	Vehicle.....	15	6 1/2	do	630 00
Aurora and White Rose.....	J. Lloyd.....	do.....	4	2 1/2	do	90 00
Avening and Railway Station.....	J. Pringle.....	Optional.....	8	12 1/2	do	92 00
Avon, Putnam and Railway Station.....	J. A. Kinnee.....	Vehicle.....	6	6 1/2	do	350 00
Avonry and Wabun.....	T. Capes.....	do.....	3 1/2	2 7	do	35 00
Avonry and Wilkesport.....	J. Burden.....	Horse or vehicle.....	2 1/2	5	do	16 87
Axe Lake and Charlnoch.....	J. McPherson.....	Vehicle.....	7	1 1/2	do	40 00
Aylmer and Dorchester Station.....	R. C. Wright.....	do.....	23	6 1/2	do	500 00
Aylmer and Dunboyrne.....	W. Pierce.....	do.....	13	6 1/2	do	350 00
Aylmer and Ayr Line Station.....	do.....	do.....	4	18 & 24	do	143 10
Aylmer and Seville.....	R. O. Wright.....	Optional.....	4	2 1/2	do	40 00
Ayr and Railway Station.....	W. Hilborn.....	do.....	24	12	do	200 32
Ayton and Railway Station.....	H. Ringel.....	do.....	1 1/2	12 1/2	do	49 00
Baden and Wellesley.....	C. Harefeld.....	Vehicle.....	9	6 1/2	do	199 00
Bagot and Burntown.....	A. Wilson.....	do.....	5	3 1/2	do	77 51
Bainville and Railway Station.....	D. McQuig.....	Optional.....	1	6 1/2	do	15 00
Bala and Glen Orchard.....	N. Orchard.....	do.....	6	2	Season, 1885	60 00
Bala and Sahanian.....	L. Sahanian.....	do.....	9	1 1/2	months	50 00
Balderson and Playfair.....	G. O. Mills.....	Horse or vehicle.....	6	3 1/2	do	89 00
Baldwin and Railway Station.....	C. Grylls.....	Optional.....	1	12 1/2	do	45 00
Ballantree and Railway Station.....	R. Hill.....	do.....	1 1/2	12 1/2	do	60 00
Ballantyne's Station and Railway Station.....	J. Hysop.....	On foot.....	6	6 1/2	do	26 25
Ballinad and Georgetown.....	J. W. McKee.....	Optional.....	6	2 1/2	do	250 00
Ballinville and South March.....	P. Orchard.....	Horse or vehicle.....	4	12 1/2	do	40 00
Ballycroy, Connor and Palgrave Station.....	A. Campbell.....	Optional.....	4 1/2 & 3	3 & 6 1/2	do	205 00
Balsam Lake and Victoria Road.....	J. Cunningham.....	do.....	5 1/2	2 1/2	do	72 00
Bamberg and St. Agatha.....	F. Walter.....	Horse or vehicle.....	6	2 1/2	do	25 00
Barbury and Haldane Hill.....	J. Barry.....	Optional.....	15	1 1/2	do	54 00
Bancroft and Deer Lake.....	B. H. Sweet.....	do.....	2 1/2	6 1/2	do	175 00
Banda and Glencairn.....	T. Banner.....	do.....	3 1/2	2 1/2	do	65 00
Banda and Scarlet Hill.....	R. Lennox.....	do.....	8	1 1/2	do	75 00
Banks and Collingwood.....	W. Johnson.....	do.....	6 1/2	2	Season, 1885	45 75
Bardsville and Falkenburg.....	C. Bard.....	Horse or vehicle.....	17	1 1/2	months	100 00
Bark Lake and Murchison.....	J. Taylor.....	do.....	21	1 & 2	do	188 00
Bark Lake and Rockingham.....	J. Sayes.....	Vehicle.....	2 1/2	2 1	do	6 25
Barkway and Germania.....	S. McCord.....	Optional.....	5	1 1/2	do	68 75
Barkway and Uffington Road.....	do.....	do.....	15	1 1/2	do	75 00
Bar River and Garden River.....	J. Evoy.....	do.....	10	1 1/2	do	97 00
Barrett and Commanda.....	M. Corkery.....	do.....	15	6 1/2	do	297 00
Barrie and Hillsdale.....	C. Waugh.....	do.....	5	3 1/2	do	93 00
Barrie and Midhurst.....	J. Roberts.....	do.....	66	9	do	116 81
Barrie and Railway Station.....	W. H. Grosby.....	Horse or vehicle.....	6	3	do	60 82
do.....	do.....	do.....	18	9	trips	6 75
Barrie and Shanty Bay.....	T. Linten.....	do.....	5	18	9 months (to Dec. 31, 1886)	145 50
Barrie and Street Letter Boxes.....	M. Murphy.....	Optional.....	5	3	do	62 50
do.....	do.....	do.....	5	18	do	



## REPORT No. 2, A—Continued.

DETAIL of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1886.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						\$ cts.
Barrie and Kingston .....	J. Ryan .....	Optional .....	14	6	12 months .....	75 00
Barrie Island and Gore Bay .....	H. L. McLean .....	do .....	12	1	do .....	114 72
Basin Depot and Egansville .....	A. H. G. Wilson .....	Vehicle .....	49	12	do .....	300 00
Bath and Railway Station .....	W. Aylesworth .....	do .....	34	12	do .....	21 50
do .....	do .....	do .....	34	12	(to June 30, '85) less fine from do .....	111 00
Bath and Stella .....	A. Stevenson .....	do .....	7	12	do .....	343 14
Bath and Railway Station .....	W. Bouchier .....	do .....	16	12	do .....	46 92
Bath and Kingston .....	A. Ferguson .....	do .....	15 & 1	3	do .....	140 00
Battersea and Kingston .....	D. Hay .....	Vehicle .....	20	6 & 12	do .....	390 00
Bayfield, Seaford and Railway Station .....	C. Cook .....	do .....	8	6	do .....	395 00
Bayham and Ingersoll .....	W. B. Wemp .....	do .....	16 1/2	3	do .....	50 00
Bayside and Belleville .....	F. Sander .....	Horse or vehicle .....	18	6	do .....	325 00
Bayville and Bracebridge .....	J. C. Huckins .....	Optional .....	16	1	do .....	40 00
Bayville and Dorset .....	J. C. Huckins .....	do .....	19 & 7 1/2	1	(to Sept. 30, 1885) .....	50 00
do .....	T. Silverthorn .....	do .....		1	do .....	70 84
Baysville, Dwight and Grassmere .....	L. Williams .....	Horse or vehicle .....	5	1	(to Nov. 30, 1885) .....	30 00
Baysville and Maple Ridge .....	J. Lemon .....	Optional .....	11	1	Season, 1885 .....	50 00
Baysville and Menominee .....	T. M. Carswell .....	Horse or vehicle .....	9	2	12 months .....	140 00
Bayview and Morley .....	T. M. Carswell .....	Horse or vehicle .....	7	2	do .....	120 00
Beachburg and Gower Point .....	T. M. Carswell .....	Horse or vehicle .....	6	6	do .....	165 00
Beachburg and Westmeath .....	J. B. Johnson .....	do .....	5	6	do .....	140 00
Beachville and Embro .....	J. B. Johnson .....	do .....	5	6	do .....	225 00
Beamsville and Campden .....	W. H. Grobb .....	do .....	13	6	do .....	125 00
Beamsville and Campden .....	W. H. Fletcher .....	do .....	13	6	do .....	75 00
Bearbrook and Canaan .....	do .....	do .....	12	2	do .....	156 00
Bearbrook and Railway Crossing .....	R. Lance .....	Optional .....	6	2	do .....	37 50
Beatrice and Windermere .....	R. Brassard .....	Horse or vehicle .....	24	2	(to Sept. 30, 1885) .....	140 00
Beaver and Glen Sandfield .....	A. Hamilton .....	Optional .....	5	3	do .....	74 00
Beaverton and Railway Station .....	A. McLean .....	Horse or vehicle .....	13	3	do .....	100 00
Becher and Wallaceburg .....	G. Beckstead .....	Optional .....	6	3	do .....	100 00
Beckstead and Dunbar .....	J. R. Wright .....	do .....	6 1/2	12	do .....	85 00
Bedford Mills and Newboro' .....	J. F. Wright .....	do .....	12	12	do .....	55 50
Beechwood and Seaford .....	J. F. Coulter .....	do .....	9	12	(to Dec. 31, 1885) .....	23 75
Beechwood and Seaford .....	J. Douglas .....	do .....	6	12	do .....	18 28
Beechwood and Railway Station .....	J. Douglas .....	do .....	3	3	do .....	80 00
do .....	J. Copeland .....	do .....	4	2	(to June 30, 1885) .....	
Beggaboro' and Bourdeau .....	J. Mullin .....	do .....		12	do .....	
Bellast and Lanes .....						

Belfast and St. Helen's.....	do	2 1/2	6 12	do	150 00
Belmont and Forks of Credit Station.....	O. F. Byam.....	1 1/2	6 12	do	90 00
Belmont and Bushfield.....	J. Newcombe.....	6	2 12	do	60 00
Belgrave and Warnoch.....	P. Porterfield.....	3 1/2	3 12	do	60 00
Belgrave and Railway Station.....	S. Morley.....	6 1/2	12 12	do	132 00
Belle River and Byrnedale.....	W. Byrne.....	5 1/2	1 12	do	55 00
Belleville and Bridgewater.....	J. Campbell.....	30	6 12	do	525 00
Belleville and Madoc.....	J. Whytock.....	26	8 12	do	474 00
Belleville and Belleville Station.....	H. W. Cronk.....	1 1/2	24 12	do	315 50
Belleville and Belleville Station.....	do	1 1/2	12 6	do	37 50
Belleville and Sydney Crossing.....	W. Vandervoort.....	6 1/2	2 12	do	80 00
Belleville and Street Letter Boxes.....	H. W. Cronk.....	5	12 12	do	250 00
Belleville and Wallbridge.....	J. A. Tompkins.....	9	3 12	do	110 00
Beil Ewart and Lefroy Station.....	T. Ellis.....	1	12 12	do	80 00
Beil Ewart and Roach's Point.....	J. Charles.....	2	6 12	do	140 00
Belmont and London.....	O. Kennedy.....	13	12 12	do	248 00
Belmont and Railway Station.....	J. Gibson.....	9 1/2	12 12	do	70 00
Belton and Railway Station.....	H. Powell.....	3	2 12	do	40 00
Belton and St. Ives.....	O. Campbell.....	3	3 5	do	117 76
Belwood and Oraigaholme.....	J. Hanna.....	5	1 12	do	10 00
Belwood and Dracon.....	O. Campbell.....	1 1/2	12 12	do	25 00
Belwood and Railway Station.....	J. Hanna.....	3	2 12	do	35 00
Belwood and Spires.....	O. Campbell.....	4 1/2	6 12	do	65 00
Belwood Station and Hereward.....	D. Brown.....	4 1/2	6 12	do	36 00
Bendale and Woburn.....	W. Forfar.....	6	3 12	do	32 00
Benmiller and Goderich.....	J. Miller.....	5	3 12	do	150 00
Bensford and South Monaghan.....	E. Storton.....	6	2 6	do	75 00
Berkley and Glascoth.....	R. English.....	6	2 6	do	30 00
do	do	6	2 6	do	42 00
Berkley and Railway Station.....	G. Fleming.....	16 1/2	6 12	do	8 1/2 00
Berlin and Crosshill.....	T. Hunt.....	24	6 12	do	425 00
Berlin and Glenallen.....	A. Michener.....	14 1/2	6 6	do	317 00
Berlin and West Montrose.....	H. Michener.....	14 1/2	6 6	do	212 50
do	J. Young.....	4 1/2	6 6	do	187 50
Berrisdale and Burk's Falls.....	W. Davis.....	30 r. t.	1 9	do	30 00
Bethany and Lifford.....	C. W. Kelly.....	1 1/2	12 12	do	247 91
Bethany and Railway Station.....	A. Dudgeon.....	4	6 11	do	40 00
Beveridge's Bay and Railway Station.....	D. McTavish.....	4	6 11	do	16 67
do	J. Jewison.....	11	2 12	do	172 33
Bewdley and Millbrook.....	A. Cheff.....	7 1/2	6 3	do	398 00
Big Point and Dover South.....	J. Cassidy.....	3	6 3	do	50 00
Billings' Bridge and Ottawa.....	S. Davidson.....	3	6 3	do	25 00
do	R. Wickett.....	5	6 3	do	112 50
Binbrook and Gleanford Station.....	do	5 1/2	6 3	do	45 00
do	do	5 1/2	2 12	do	133 50
Binkham and Erin.....	W. Wansborough.....	5 1/2	1 12	do	70 00
Bird's Creek and Hybla.....	A. Sutherland.....	5 1/2	6 12	do	35 00
Birdsall's and Railway Station.....	J. Lancaster.....	1 1/2	6 12	do	1 00



## REPORT No. 2, A—Continued.

DETAIL of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1886.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
Birr and Devizes, &c.	J. Goulding	Optional.	5 & 7	6 & 2	12 months	\$ 270 00
Biscotasing and Michipicoten River.	M. Burk	do	190	1	1 do 12 days (to May 12, '86)	225 00
Biscotasing and Railway Station	M. Sampson	do	50 ft.	12	do	13 53
Bishop's Mills and Oxford Mills	J. Dool	Horse or vehicle	8	3	do (to Dec. 31, 1885)	90 00
Bishop's Mills and Prescott	J. Burk.	Vehicle	16	3	do from do	63 75
Bissett's Creek and Railway Station.	X. W. Bernier	Optional	20 yds	12	do	10 00
Black Bank and Lisie, &c.	W. Padision	Horse or vehicle	10 & 5	2 & 3	do	190 00
Blackburn and Cummings' Bridge	J. Coughlin	do	7	1	do	40 00
Black Creek and Railway Station.	L. H. Allen	Optional	4	12	do	62 60
Black's Corners and Laurel	R. J. Richey	do	4	1	do (to June 30, 1885)	7 25
Black River Bridge and Picton	J. Graham	Horse or vehicle	7 1/2	3	do from do	24 00
Blair and Railway Station.	G. McGuire	Optional	16	6	do	125 00
Blairhampton and Minden.	J. Renshaw	Optional	10	1	do	20 00
Blairton and Havelock	W. Blair	Vehicle	7	12	do	52 00
do	T. C. Caskey	do	7	3	do (to Sept. 30, 1885)	58 50
do	A. Peters	do	7	6	do from do	62 00
Blandford Station and Railway Station	A. Ballard	Optional.	38 1/2	12	do	25 00
Blenheim and Leamington	L. M. Burk	do	8	6	do	1,400 00
Blenheim and Morpeth	J. Bell	do	3 1/2	6	do	300 00
Blenheim and Railway Station	T. W. Pearson	do	3 1/2	24	do	150 00
Blenheim and Rondeau	J. Horton	do	13	3 & 6	do	150 00
Blind River and Thompson	W. E. Bateman	do	13	1	do	104 00
Bloomfield and Railway Station.	A. B. Saylor	do	1 1/2	12	do	75 12
Bluevale and Railway Station.	J. Gardner	do	1 1/2	12	do	200 00
Bythe and Railway Station.	L. Hutton	do	2 1/2	24	do	140 00
Bobcaygeon and Lindsay	H. Workman	do	22	6	do	900 00
Bobcaygeon and Peterboro'	O'Connor & Kearns	Vehicle.	22	6	do	600 00
Bobcaygeon and Silver Lake	A. Coulter	Optional.	9	1	do (to Dec. 31, 1885)	33 75
do	T. R. White.	do	9	3	do from do	11 25
Bogart and Chapman	R. Oliver	do	6	3	do	105 00
Bognor and Woodford	J. Moffatt	Horse or vehicle	6	3	do (to June 30, 1885)	18 75
do	W. D. Rorke	do	17	3	do from do	60 00
Bolingbroke and Manion	S. Hanna.	do	8	1	do	100 00
Bolslover and Dalrymple.	E. Vickers.	do	8	2	do	70 00
Bornholm and Brodhagen	O. Seehaver	do	4	3	do (to Sept. 30, 1885)	50 00



Bornish and Sable	do	A. McDonald	do	Vehicle	4	3	6	do	from	67 50
Borromée and Orleans	do	J. Beatty	do	Optional	3	2	12	do	(from May 1, 1886)	45 00
Boskung and Minden	do	J. G. Hollis	do	Horse or vehicle	14	1	11	do		22 92
Bosworth and Riverbank	do	P. McBrayne	do	Optional	3	1	12	do		65 00
Botany and Thamesville	do	A. McArthur	do	do	5 1/2	2	12	do		50 00
Bothwell and Clachan	do	T. J. Elliott	do	Vehicle	6	2	12	do		80 00
Bothwell and Florence	do	A. Hartmann	do	Optional	9	3	12	do		100 00
Bothwell and Moravian Town	do	J. Lynch	do	Horse or vehicle	4	6	12	do		313 00
Boulter and Combermere	do	W. McLean	do	do	18	2	12	do		60 00
Boulter and L'Amable	do	W. H. Rhaney	do	Optional	22 1/2	2	12	do		200 00
Bourdeau and Sprucedale	do	J. Gamble	do	Vehicle	4 1/2	2	12	do		262 92
Bowesville and Railway Station	do	J. Davis	do	Optional	2	2	9	do	(from July 1, 1885)	43 50
Bowling and Laurel	do	J. McGrae	do	do	3	3	12	do		60 00
Bowmanville and Casarea	do	O. W. Lent	do	Vehicle	21	2	12	do		59 24
Bowmanville and Courtois	do	J. Moore	do	Horse or vehicle	7	3	12	do		591 00
Bowmanville and Tyrone	do	H. Hamilton	do	Vehicle	12	6	12	do		80 00
Bracebridge and Fraserburg	do	J. T. Harvie	do	do	26	1	12	do		143 00
Bracebridge and Huntsville	do	H. Clifford	do	do	3	6	12	do		80 00
Bracebridge and Muskoka Falls	do	O. Kaye	do	Optional	20	3	Season 1885	do		500 00
Bracebridge and Point Kaye	do	W. Davidson	do	do	21	2	Season 1885-86	do		55 20
Bracebridge and Port Carling	do	O. McQuiley	do	do	21	2	Balance of season 1884-85	do		90 00
Bracebridge and Ziska	do	F. Kaye	do	do	6	2	Part of season 1885-86	do		23 28
Brackenrig and Port Carling	do	F. Davidson	do	do	2 1/2	2	Season 1885	do		75 90
Bracondale and Yorkville	do	L. Adare	do	do	9 & 6	6	Season 1885	do		45 00
Bradford, Bond Head and Newton Robison	do	J. McDermott	do	do	2 1/2	2	Season 1885	do		30 00
Bradford and Railway Station	do	W. Bradshaw	do	Vehicle	12	6	12 months	do		325 00
Bradshaw and Bridgen	do	J. Gillies, jun.	do	do	12	12	do	do		75 00
Braeside and Railway Station	do	J. W. Guess	do	do	5	2	do	do		75 00
Brae Lake and Uplands	do	J. Gordon	do	On foot	12	12	do	do		65 00
Bramley and Railway Station	do	J. Hyatt	do	Optional	12	12	do	do		50 00
Brampton and Huttonville	do	C. Brooks	do	do	12	12	do	do		56 00
Brampton and Nortonville	do	A. Norton	do	do	3	3	do	do		50 00
Brampton and Railway Station	do	A. J. Hood	do	do	3	3	do	do		47 50
Brandy Creek and Railway Station	do	R. Wintemute	do	Vehicle	14	6	do	do		44 00
Brantford and Harley	do	R. Cavin	do	do	12	12	do	do		59 00
Brantford and Langford	do	W. Reed	do	Horse or vehicle	8	6	do	do		364 00
do	do	T. Herriman	do	do	3 & 6	3	do	do		35 00
Brantford and Mohawk, &c.	do	G. Lane, jun.	do	Vehicle	12	3 & 6	do	do		105 00
do	do	J. Hale	do	do	12	3 & 6	do	do		206 25
Brantford and Railway Station	do	O. H. Fowler	do	do	1	60 & 48	do	do		71 63
Brantford and Simcoe	do	W. P. Orome	do	Stage	24	6	do	do		383 40
do	do	C. Bray	do	do	24	6	do	do		870 83
Bray's Crossing and Railway Crossing	do	J. R. Campbell	do	On foot	20 yds	6	do	do		70 75
Breadalbane and Lochinvar	do	O. Martin	do	Optional	5 1/2	3	do	do		5 00
Brechin and Evansvale	do		do	do	5 1/2	3	do	do		90 00

## REPORT No. 2, A—Continued.

DETAIL of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1886.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
Brechin and Railway Station.....	M. O'Neill .....	Optional.....	1	12	3 months (to June 30, 1885).....	\$ 33 75
do .....	S. Luck.....	do .....	1	12	do from do .....	67 50
Brentwood and Railway Station.....	J. O'Connell.....	do .....	8 $\frac{1}{2}$	12	do .....	50 00
Breslau and Weisenburg .....	A. Hoch.....	do .....	16	6	do .....	235 00
Brewster and Parkhill.....	F. Gratton.....	Vehicle .....	16	3	do .....	197 00
Brigden and Railway Station .....	J. Armstrong.....	Optional.....	1	12	do .....	68 86
Bright and Washington, &c .....	A. Gatzka .....	Vehicle .....	6 & $\frac{1}{2}$	6 & 12	do .....	239 00
Brighton and Campbellford.....	J. Weese.....	do .....	20	6	do .....	468 00
Brighton and Lovett .....	W. Bate .....	Optional.....	6 $\frac{1}{2}$	6	do .....	146 25
Brighton and Smithfield.....	do .....	Vehicle .....	4	6	(from July 1, 1885).....	27 50
Brinkworth and Railway Station.....	T. Bryant.....	Optional.....	3 $\frac{1}{2}$	3	do (to June 30, 1885).....	15 00
Brisley and Maguire .....	A. Tod.....	Horse or vehicle .....	3 $\frac{1}{2}$	3	do (to Sept 30, 1885).....	35 00
Brisbane and Coningsby .....	J. W. Burt.....	Stage .....	4	2	do .....	40 00
Briton and Hammond.....	do .....	Optional.....	1 $\frac{1}{2}$	3	do .....	50 00
Britton and Railway Station.....	T. Martin.....	do .....	1 $\frac{1}{2}$	6	do .....	12 50
Broadbent and McKellar.....	do .....	do .....	7	1	do (to June 30, 1885).....	12 00
Brockville and Military Camp .....	W. K. Humfrey .....	do .....	2	6	12 months .....	275 00
Brockville and Morris town, U.S. ....	D. H. Lyon.....	do .....	1	24	do .....	281 70
Brockville and Sherwood Station.....	W. Gurry.....	Vehicle .....	8	1	do .....	44 00
Brockville and Street Letter Boxes .....	R. Latham.....	Horse or vehicle .....	3 $\frac{1}{2}$	As req.	do .....	100 00
Brockville and Westport .....	J. McKenney .....	On foot.....	4 $\frac{1}{2}$	6	do .....	384 00
Brockville—C. P. Railway and G. T. Railway .....	R. W. & J. Copeland .....	Vehicle .....	20 yds.	As req.	do .....	370 00
Bronte and Railway Station.....	J. Cavanagh .....	On foot.....	1 $\frac{1}{2}$	12	do (to Sept. 30, 1885).....	54 95
do .....	J. McDonnell.....	Optional.....	1 $\frac{1}{2}$	12	from do .....	62 60
Bronte Station and Palermo.....	G. Sargeant.....	do .....	3	6	do .....	210 00
Brooke and Manion .....	B. McKercher.....	Horse or vehicle .....	7	1	do (to June 30, 1885).....	10 00
do .....	R. A. Allan.....	do .....	7	1	do (to Dec. 31, 1885).....	30 00
do .....	J. Canlon .....	do .....	7	1	from do .....	15 00
Brookfield Station and Railway Station.....	M. Topp .....	Optional.....	2	6	do .....	50 00
Brookholm and Owen Sound.....	I. Mills.....	do .....	2	3	do .....	50 00
Brookholm and Shoultice.....	T. Skinner.....	Vehicle .....	7	1	do (from Aug. 1, 1885).....	33 33
Brooklin and Railway Station.....	H. Hosking.....	Optional.....	4	12	do (to June 30, 1885).....	21 25
do .....	R. D. Hay.....	do .....	4	12	from do .....	52 50
Brooksdale and Stratford.....	J. Forbes.....	Vehicle .....	1 $\frac{1}{2}$	2	do .....	160 00



Location	Owner	Vehicle	Weight	Capacity	Notes
Brotherston and Newbridge	M. Brothers	Optional	4	12	do
Brougham and Markham	F. W. Percy	do	12	12	do
Brougham and Whithy	J. Scott	do	12	12	do
Brown Hill and Ravenshoe Station	J. Brown	On foot	80 rods	12	do
Brunfield and Railway Station	W. Dixon	Optional	42	12	do
Bruce Mines and Cockburn Island	C. Hendrickson	do	16	12	do
Bruce Mines and Desert	J. Robinson	Horse or vehicle	9	12	do
Brudenell and Castle	E. Bennett	do	13	12	do
Brudenell and Killaloe	E. Ring	do	13	12	do
Brunner and Railway Station	J. Atridge	Optional	16	12	do
Brunswick and Railway Station	L. Patterson	do	16	12	do
Brussels and Cranbrook	V. Gramm	Vehicle	3	12	do
Brussels and Railway Station	O. & P. White	Optional	12	3	do
Bulger and Bulger's Corners	G. Millen	do	12	3	do
Burford and Cathcart, &c.	T. Gorman	do	8	11	do
Burgess Corner and Douglas	R. Gavin	do	3 & 6	3	do
Burgessville and Newark	R. French	do	3 & 6	9	do
Burgessville and Oriel	J. Rice	do	5	9	do
Burgessville and Railway Station	W. Whitelaw	do	5	9	do
Burns Falls and Huntsville	O. H. Flood	Vehicle	5	12	do
Burns Falls and Magnetawan	W. B. Somerville	do	5	12	do
Burns Falls and South River	E. W. Burgess	Optional	15	12	do
Burns Falls and Uplands	J. Duke	do	28	12	do
Burlington and Port Nelson	W. H. Trimmer	do	16	12	do
Burlington and Railway Station	R. H. Menzies	Vehicle	22	12	do
Burlington Beach and Railway Station	H. Tripp	Optional	20	12	do
Burlington Station and Zimmerman	J. Cutler	do	11	12	do
Burlington—G. T. Railway and N. & N. W. Railway	H. Bray	do	1	12	do
Burnaby and Railway Station	J. Hughes	Vehicle	8	12	do
Burnbrae and Railway Station	D. W. Bowman	do	8	12	do
Burnbrae and Stanwood	H. Bray	Optional	16	12	do
Burnley and Oastleton	D. B. Schooley	Vehicle	2	12	do
Burnt River and Rettie's River	J. Milne	Horse or vehicle	5	12	do
Bury's Green and Fells Station	A. Hubbel	do	6	12	do
Byng Inlet and French River	D. Welton	Optional	8	12	do
Byng Inlet North and Parry Sound	S. Moore	do	2	12	do
Byron and London	J. Fell	On foot	25	12	do
Byron and London	J. Lamardin	do	63	12	do
Byron and London	J. Charles	Optional	6	12	do
Byron and London	do	do	6	12	do
Cadmus and Cartwright	T. W. Robertson	do	2	12	do
Caistorville and Winona	I. W. Hendershot	do	20	12	do
Caistorville and Winona	J. Williams	do	20	12	do
Caistorville and Winona	T. Dillon	do	7	12	do



## REPORT No. 2, A—Continued.

DETAIL of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1886.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
Calabogie and Railway Station.....	D. Dillon.....	Optional.....	1	6	12 months.....	\$ 58 00
Calder and Railway Station.....	H. Jones.....	do.....	2 1/2	2	do (to June 30, 1886).....	11 25
do.....	do.....	do.....	2 1/2	2	do from do.....	41 25
Calderwood and Railway Station.....	A. Calder.....	Vehicle.....	3	3	do (to Sept. 30, 1885).....	17 50
do.....	do.....	do.....	3	3	do from do.....	40 00
Caldwell and Caledon.....	N. Patterson.....	Horse or vehicle.....	4	3	do from do.....	40 00
do.....	do.....	do.....	4	6	do from do.....	110 83
Caldwell's Mills and Railway Station.....	W. C. Caldwell.....	Optional.....	4	12	do (to Dec. 31, 1885).....	25 00
Caledon and Railway Station.....	N. Patterson.....	Horse or vehicle.....	4	9	do from do.....	40 50
do.....	do.....	do.....	4	18	do from do.....	20 25
Caledon East and Lockton.....	B. Ingoldsbay.....	Vehicle.....	4 1/2	3	do.....	100 00
Caledonia and Cayuga.....	E. Wigg.....	do.....	11	6	do.....	410 00
Caledonia and Conboyville.....	J. Atkinson.....	Optional.....	6	2	do.....	60 00
Caledonia and North Seneca.....	F. Dawson.....	Vehicle.....	3	6	do.....	112 00
Caledonia and Railway Stations.....	P. McMullen.....	do.....	9	12 & 24	do.....	180 00
Caledonia Springs and L'Original.....	W. R. Cross.....	Horse or vehicle.....	9	3	do.....	166 00
do.....	do.....	do.....	9	3	Season, 1885.....	28 00
Calton and Mount Salem.....	N. Butler.....	do.....	9	3	do.....	80 00
Cambra, Lindsay and Railway Station.....	G. McConnell.....	do.....	3 1/2	3	12 months.....	300 00
Cameron and Railway Station.....	R. Moffat.....	Optional.....	8 & 10 1/2	6	do.....	120 00
Camerontown and Railway Station.....	J. Bryson.....	do.....	4	12	do.....	50 08
Camerontown and Summerstown.....	E. Cameron.....	Horse or vehicle.....	200 yds.	12	do.....	93 00
Camilla and Granger.....	A. Cameron.....	do.....	3	6	do.....	80 00
Camilla and Whittington.....	J. Heatherington.....	do.....	6 1/2	2	do.....	31 25
Camlachie and Hillsborough.....	T. Sanderson.....	Vehicle.....	4 1/2	3	do.....	156 00
Campbell and Railway Station.....	R. Blain.....	Optional.....	9	2	do.....	35 00
Campbell's Cross, Cheltenham and Railway Station.....	A. Smith.....	On foot.....	70 ft.	6	do.....	425 00
Campbellford and Railway Station.....	S. J. Reaney.....	Horse or vehicle.....	1 1/2 & 19 1/2	12 & 6	do.....	56 34
Campbellton and West Lorne.....	J. N. Kent.....	Vehicle.....	4 1/2	12	do.....	190 00
Campbellville and Railway Station.....	J. Martin.....	Horse or vehicle.....	6 1/2	3	do.....	50 00
Campbellville Station and Nassegaweya.....	S. R. Lister.....	On foot.....	7	6	do.....	200 00
Campden and Rosedene.....	J. Easterbrook.....	Optional.....	5 1/2	6	do.....	130 00
Canboro', Canfield and Warner.....	J. B. Grobb.....	Horse or vehicle.....	6	3	do.....	185 00
Canfield and Darling Road.....	H. Robbins.....	Optional.....	4 & 2 1/2	6 & 3	do.....	80 00
Canfield and Railway Station.....	do.....	do.....	4	12	do.....	62 60
Canfield and Railway Station.....	J. Switzer.....	do.....	1 1/2	12	do.....	62 60

Cannington and Pefferlaw .....	G. Newton.....	Vehicle .....	10	3	12	do	148 00
Cannington and Railway Station .....	R. J. Harwood.....	Optional .....	1	24	12	do	60 00
Cape Croker and Colpo's Bay .....	W. D. Bell .....	do .....	16	2	12	do	200 00
Cape Rich and Meaford .....	R. Cox .....	Stage .....	10	2	12	do	120 00
Cardinal and Hyndman .....	J. Hyndman.....	Horse or vehicle .....	13	3	12	do	200 00
Cardinal and Railway Station .....	A. Baldwin.....	Optional .....	1	14	12	do	73 00
Carroll and Railway Station .....	H. Cargill.....	do .....	6	12	12	do	95 00
Carroll and Lynedoch .....	O. Jones .....	Vehicle .....	6	3	12	do	156 00
Carleton Place and Railway Station .....	J. Wilson.....	do .....	9	36 & 42	12	do	65 00
Carling and Parry Sound .....	R. Blair .....	Optional .....	8	1	12	do	148 16
Carlingford and Sebringville .....	R. Crawford.....	do .....	13	3	12	do	440 00
Carluke and Hamilton .....	J. Smith .....	Vehicle .....	1	6	12	do	110 00
Carlsruhe and Railway Crossing .....	L. Lobsinger.....	do .....	4	12	12	do	85 00
Carmanack and Monkton .....	H. A. McNaught.....	Stage .....	3	2	12	do	75 00
Carp and Elm .....	N. Smith .....	Optional .....	3	6	3	do	18 00
Carville and Patterson .....	J. Coombs.....	Horse or vehicle .....	2	3	do	from do	60 00
do .....	do .....	do .....	2	6	9	do	60 00
Carsonby and North Gower .....	A. Eastman.....	Optional .....	3	2	12	do	53 00
Carwell and Railway Station .....	D. Carswell.....	Horse or vehicle .....	3	2	12	do	44 00
Carthage and Hescon .....	P. J. O'Meara.....	Optional .....	3	12	9	do	7 50
Cartier and Railway Station .....	L. J. O'Meara.....	do .....	20 ft.	12	9	do	2 50
do .....	F. G. Sinclair.....	do .....	20 ft.	12	3	do	50 00
Cartwright and Purple Hill .....	W. Bartley.....	do .....	4	2	12	do	77 50
Cashion's Glen and Oornwall .....	J. J. Cashion.....	Horse or vehicle .....	13	3	6	do	125 00
do .....	do .....	do .....	13	3	6	do	100 00
Cashtown and Oremore .....	W. Cotton.....	Vehicle .....	2	6	12	do	117 39
Casselman and Oryler .....	B. Corrar.....	Horse or vehicle .....	10	6	4	do	200 87
do .....	do .....	do .....	11	6	7	do	23 48
Casselman and Railway Station .....	O. Quenneville.....	Optional .....	1	12	4	do	15 22
do .....	R. A. Oastleman.....	do .....	8	12	7	do	207 48
Cassels and Railway Station .....	S. Robertson.....	Vehicle .....	2	3	12	do	200 00
Castelford and Railway Station .....	J. Warnock.....	Horse or vehicle .....	2	6	12	do	264 00
Castlemore and Kleinburg Station .....	R. Douglas.....	do .....	14	12	9	do	52 11
Cataract and Church's Falls .....	T. Babe .....	Optional .....	1	12	3	do	17 37
Cataract and Railway Station .....	do .....	do .....	1	6	12	do	87 64
Cayuga and Dean's Station .....	E. Wigg .....	do .....	2 & 3	6 & 12	12	do	230 00
Cayuga, Dean's and Railway Station .....	J. Shipway.....	Vehicle .....	3	6	12	do	115 44
Cayuga and Gypsum Mines .....	M. Thompson.....	Horse or vehicle .....	3	6	12	do	80 00
Cayuga and Kohler .....	J. Booker.....	do .....	10	3	3	do	35 00
Cayuga and Upper .....	O. Etherington.....	Vehicle .....	12	3	9	do	108 75
do .....	A. Vasbinder.....	do .....	16	3	Season, 1885	from do	15 60
Cechebe and Steamer .....	W. A. Cowan.....	Optional .....	25	12 months	12	do	135 00
Cedar Dale and Railway Station .....	W. Coleman.....	do .....	5	2	12	do	80 00
Cedar Hill and Pakenham .....	S. Connery.....	Horse or vehicle .....	6	12	12	do	200 00
Centralia, Crediton and Railway Station .....	J. Clark .....	Optional .....	3	6	12	do	200 00
Centralia and Mooresville .....	R. Handford.....	do .....	13	2	6	do	133 00
Centreton and Gratton .....	C. Lean.....	Horse or vehicle .....	6	2	6	do	37 50
Chaffey Locks and Elgin .....	J. Regan.....	Optional .....	6	2	6	do	35 00
do .....	M. Doyle .....	do .....	6	2	6	do	



## REPORT No. 2, A—Continued.

DETAIL of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1886.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						\$ cts.
Chalk River and Railway Station.....	T. Field.....	Optional.....	2½	6	12 months.....	100 00
Chandos and Clydesdale.....	H. Caldwell.....	Horse or vehicle.....	5	1	do.....	30 00
Chantry and Harlem.....	S. Chant.....	Optional.....	1½	3	do.....	37 00
Chantry and Philipsville.....	A. Elliott.....	Vehicle.....	5½	6	do.....	33 50
Chapman and Stoco.....	A. Chapman.....	Optional.....	3	3	do.....	65 00
Chard and Pendleton.....	W. J. Brown.....	do.....	4	2	do.....	56 00
Charing Cross and Comber, &c.....	G. Robb.....	Vehicle.....	27½	3 & 6	do.....	475 00
Charing Cross and Doyle's.....	M. Doyle.....	Horse or vehicle.....	4½	2	do.....	4 58
Charing Cross and Hufman.....	E. T. R. Cundle.....	do.....	5	2	do.....	40 83
Charing Cross and Larwill.....	A. Jennings.....	do.....	2½	2	do.....	45 83
Charing Cross and Railway Station.....	M. Harvey.....	do.....	1½	12	do.....	75 12
Charleston and Farmersville.....	E. E. Mulvena.....	do.....	5½	2	do.....	17 50
do.....	J. Kavanagh.....	do.....	6½	2	do.....	52 50
Charlinch and Ilfracombe.....	F. W. Holt.....	Vehicle.....	3½	2	do.....	45 48
Chatham and Dover South.....	F. Bourdeau.....	Horseback.....	6	3	do.....	55 42
do.....	do.....	do.....	6	3	do.....	79 17
Chatham and Irwin.....	T. Prime.....	Horse or vehicle.....	5	2	do.....	50 00
Chatham and Louisville.....	W. L. Bedford.....	do.....	6	3	do.....	148 00
Chatham and Railway Station.....	A. Robinson.....	Optional.....	¾	30	do.....	170 49
do.....	do.....	do.....	¾	36	22 dys. (to Oct. 22, '85) and extra trips.....	152 35
Chatham and Van Horn.....	J. Zink.....	Horse or vehicle.....	5	2	do.....	70 00
Chatham and Williams.....	R. Williams.....	Optional.....	9	2	do.....	18 00
do.....	do.....	do.....	9	2	do.....	60 00
Chatsworth and Moorsburg.....	J. Smith.....	do.....	17	3	do.....	280 00
Chatsworth and Railway Station.....	D. Rae.....	do.....	½	24	do.....	149 76
Chatsworth and Strathaven.....	J. Price.....	do.....	9	3	do.....	152 00
Chatsworth and Sullivan.....	W. O. Buchanan.....	do.....	5½	6	do.....	225 00
Chatterton and Foxboro'.....	S. P. Morden.....	do.....	3½	2	do.....	25 00
Cheapside, Jarvis and Railway Station.....	R. Buckley.....	Vehicle.....	16	6	do.....	160 00
do.....	L. Brown.....	do.....	16	6 & 12	do.....	149 00
Cheddar and Deer Lake.....	W. Hatch.....	Horse or vehicle.....	6	1	do.....	35 00
Cheddar and Gooderham.....	J. Ridley.....	Vehicle.....	19	1	do.....	165 00
Cheddar and Wilberforce.....	W. Riley.....	Horse or vehicle.....	8	1	do.....	40 00
Chepstow and Dunkeld Station.....	J. Schurter.....	Optional.....	2½	6	do.....	57 50



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## REPORT No. 2, A—Continued.

DETAIL of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1886.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
Oliver Hill, Cookstown and Egbert.....	H. Coleman .....	Horse or vehicle.	6½ & 2½	4 & 3	12 months	\$ 227 00
Cloyne and Hardinge.....	T. Tapping, junr.....	do	7	2	12 do	100 00
Cloyne and Hartlowe.....	T. Neale.....	Optional	6½	1	(to June 30, 1885).....	13 75
do do	do	do	9½	1	from do	60 00
Cloyne and Perry.....	J. R. Perry.....	Horse or vehicle.	6	1	12 do	50 00
Cloyne and Scouten.....	D. A. Spencer.....	do	13	6	(from Aug. 1, 1885).....	293 33
Cloyne and Tamworth.....	C. S. Wheeler.....	Vehicle	42	8	(to July 31, 1885).....	142 50
Cobble Hill and Evelyn.....	H. Bray.....	Optional	5½	2	(to Dec. 31, 1885).....	37 11
do do	M. Barber, junr.....	do	5½	2	from do	12 37
Cobden and Railway Station.....	J. Ross.....	Vehicle	1	12	12 do	50 00
Cobden Station and Eganville.....	C. W. Boland.....	Horse or vehicle	18	12	12 do	304 00
Coboconk and Fenelon Falls.....	C. Bowin.....	Vehicle	16	3	(from March 1, 1886).....	19 50
Coboconk and Lorneville.....	H. Edwards.....	do	28	6	12 do	1,050 00
Coboconk and Minden.....	T. Leary.....	Optional	24	6	(from Aug. 1, 1885).....	383 33
Coboconk and Norland.....	J. Harshaw.....	do	5	6	(to July 31, 1885).....	66 66
Coboconk and Rosedale.....	C. Bowin.....	do	8	2	(to Feb. 28, 1886).....	119 16
Cobourg and Harwood.....	L. E. Day.....	do	16	6	12 do	474 48
Cobourg and Roseneath.....	J. Clapperton.....	Vehicle	20	6	12 do	500 00
Coe Hill Mines and Madoc.....	R. Simmons.....	Optional	41	3	12 do	720 00
Coe Hill Mines and Faraday.....	G. Orr.....	Horse or vehicle	8	1	6 do	20 00
Colborne and Dundonald.....	S. Robins.....	do	7	6	12 do	207 00
Colborne and Hastings.....	J. S. Yeoman.....	Vehicle	25	6	12 do	800 00
Colborne and Lakeport.....	H. Redfearn.....	do	2½	12	12 do	150 00
Colborne and Eady.....	J. F. Moffat.....	Optional	3	3	12 do	75 00
Coldwater and Lovering.....	S. Epiett.....	do	6	2	13 do	90 00
Coldwater and Railway Station.....	do	do	3	24	12 do	200 00
Coleman and Railway Station.....	G. Digby.....	do	6	6	3 do	10 00
do do	do	do	6	9	do	45 00
Collingwood and Gibraltar.....	J. Glenn.....	do	10	1	12 do	52 00
Collingwood and Railway Station.....	D. Darroch.....	Vehicle	1	36	12 do	250 00
Collin's Bay and Railway Station.....	J. J. Lasse.....	do	3	12	12 do	42 00
Collin's Inlet and Killarney.....	D. Lamorendière.....	do	18	1	12 do	153 40
Colpoys Bay and Wiarton.....	H. Orandon.....	Horse or vehicle	3	6	12 do	125 00
Colwell and Railway Station.....	W. W. Colwell.....	Optional	100 ft.	12	12 do	43 82
Comber and Railway Station.....	H. Whatley.....	Vehicle	3	6	12 do	70 41



10—3\*



## REPORT No. 2, A—Continued.

DETAIL of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1886.

Name Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						\$ cts.
Crossland and Phepston.....	H. Crossland.....	Horse or vehicle.	5	2	12 months	60 00
Oroton and Dawn Mills.....	L. Phillips.....	Optional.....	6½	2	do (to Dec. 31, 1885).....	30 00
do do.....	do do.....	do do.....	8	3	do from do.....	21 75
Cruikshank and Owen Sound.....	C. Barfoot.....	do do.....	6	3	12 do	75 00
Crysler and Wales.....	L. Goulet.....	Vehicle.....	23	6	12 do	350 00
Cumberland and Railway Station.....	J. Winder.....	do do.....	21	12	12 do	125 00
Currie's Crossing and Railway Station.....	W. D. Smith.....	do do.....	4	6	12 do	50 00
Curry Hill and River Beaudette.....	J. A. Curry.....	do do.....	4½	3	12 do	100 00
Cushing and Little Rideau.....	J. Little.....	do do.....	5	6	12 do	170 00
Cyprus and Swindon.....	J. Large.....	do do.....	7	1	12 do	35 00
Dacre and Gratton.....	A. J. Morrow.....	do do.....	6	2	12 do	70 00
Dacre and Griffith.....	A. Lagree.....	do do.....	19	2	12 do	146 00
Dacre and Mount St. Patrick.....	M. Sheedy.....	Horse or vehicle.	5	2	12 do	80 00
Dacre and Renfrew.....	A. Jamieson.....	do do.....	22	3	12 do	375 00
Dale and Ross Mount.....	J. Lill.....	do do.....	4	2	12 do	50 00
Dalkeith and Glen Robertson.....	R. McDonald.....	Vehicle.....	8	6	12 do	220 00
Dalston and Orillia.....	B. Hutchinson.....	Optional.....	40	6	12 do	481 01
D'Arcy and Howe Island.....	C. Sughrue.....	do do.....	6	2	6 do (from Oct. 1, 1885).....	30 00
Darrell and Railway Station.....	S. Duncan.....	Horse or vehicle.	2 rods.	6	12 do	10 00
Dartmouth and Sebright.....	J. Dunn.....	do do.....	4	3	12 do (less fine).....	69 00
Dashwood and Parkhill.....	J. Witel.....	Vehicle.....	16½	6	12 do	439 00
Davenport—C. P. Railway and N. & N.-W. Railway.	W. Townsend.....	Optional.....	50 yds.	12	8 do (from July 20, '86).....	55 86
Davenport and Fairbank.....	R. Raynor.....	Horse or vehicle.	2½	6	12 do	64 00
Davenport and Railway Station.....	J. Green.....	Optional.....	50 yds.	12	12 do	10 00
Dawn Mills and Dresden.....	L. V. Peters.....	Horse or vehicle.	4	6	12 do	160 00
Dawn Mills and Wabash.....	L. Phillips.....	Optional.....	2	2	9 do (to Dec. 31, 1885).....	18 75
Day Mills and Thessalon.....	W. Harris, jun.....	do do.....	15	1	1 do (to April 30, 1886).....	4 33
do do.....	do do.....	do do.....	15	2	11 do from do.....	88 91
Decewsville and Railway Station.....	C. Hagney.....	do do.....	300 yds.	12	12 do	50 00
Deemerton and Mildmay.....	B. Ruland.....	do do.....	24	3	12 do	60 00
Deerhurst and Gilford.....	M. Kneeshaw.....	do do.....	4½	3	12 do	100 00
Deer Lake and Lenfeld.....	H. Palmatur.....	Horse or vehicle.	5	1	10 do (from June 1, 1885).....	15 00
Delaware and London.....	F. Munn.....	Vehicle.....	12	6	3 do (to June 30, 1886).....	50 00
do do.....	J. Charles.....	do do.....	12	6	9 do from do.....	187 50

10-3½\*



## REPORT No. 2, A—Continued.

DETAIL of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1886.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						\$ cts.
Drumquin and Milton .....	J. McIntosh .....	Vehicle .....	18 r. t.	6	12 months	300 00
Drysdale and Kippen .....	J. Brisson .....	Optional .....	10	3	do	146 00
Duart, Palmyra and Railway Station .....	W. Thompson .....	Vehicle .....	8½	6 & 12	do	300 00
Dublin and Farquhar .....	J. Bray .....	Optional .....	11	6	do	315 00
Dublin and Railway Station .....	J. Williams .....	do .....	2½	24	do	150 24
Dufferin Bridge and Waubamick .....	T. W. Quinn .....	Vehicle .....	5½	1	do	145 50
Dumblane and Paisley .....	R. Cruickshank .....	Horse or vehicle .....	5	3	do	130 00
Dunbar and Grantley .....	J. O. Munro .....	do .....	8	12	do	70 00
Dunbarton and Frenchman's Bay Station .....	W. Pizer .....	Optional .....	1	3	do	125 00
Duncan and Heathcote .....	A. McKeown .....	Vehicle .....	5	6	do	76 00
Dunchurch and Glenila .....	W. Moore .....	Optional .....	7½	1	do	44 00
Dunchurch and Parry Sound .....	E. Bowerman .....	do .....	12½	3	do	90 00
Dundalk and Maple Valley .....	G. R. Middleton .....	do .....	8	3	do	614 00
Dundalk and Railway Station .....	McQuarrie & Oldfield .....	do .....	1	24	do	200 00
Dundas and Hamilton .....	J. Herriman .....	Vehicle .....	5	24	from do	37 50
Dundas and Sheffield .....	J. Moore .....	do .....	14	6	do	112 50
do .....	E. Bannen .....	do .....	14	6	(to Dec. 31, 1885)	125 00
Dunkeld and Railway Station .....	J. B. Tschirhart .....	Optional .....	4	6	from do	240 00
Dunkerron and Tuam .....	J. Dobson .....	do .....	18	6	do	112 25
Dunville and Railway Station .....	R. Smith .....	Vehicle .....	18	18	do	90 00
do .....	M. Ouleton .....	do .....	18	9	(to June 30, 1885)	80 00
Dunnville and Selkirk .....	S. Hurst .....	do .....	18	6	from do	40 95
do .....	L. Durham .....	do .....	11	6	(to April 30, 1885)	75 00
Dunnville and Wellandport .....	W. Boucher .....	do .....	18	3	from do	33 33
Dunrobin and South March .....	R. N. Leach .....	do .....	18	3	do	449 17
do .....	W. A. Montgomery .....	Optional .....	23½	3	(to Oct. 31, 1885)	284 00
Dunrobin and Woodlawn .....	R. Taylor .....	do .....	14	3	from do	72 92
Dunrobin and Fleshton .....	J. Russell .....	do .....	15	6	do	50 00
Dunrobin and Maxwell .....	R. J. Hannah .....	Horse or vehicle .....	15	6	(to July 31, 1885)	60 00
Dunrobin and Railway Station .....	T. A. Harris .....	do .....	15	12	from do	183 33
Durham and Fleshton .....	do .....	do .....	15	12	do	300 00
do .....	do .....	do .....	15	6	do	156 50
do .....	do .....	do .....	15	6	(to Dec. 31, 1885)	187 50
do .....	do .....	do .....	15	6	from do	86 00



Durham and Railway Station...	B. F. Warner...	Vehicle	do	12	12	do	60 00
Durham and Walkerton...	S. Elridge...	do	do	6	12	do	339 00
Dwight and Grasmere...	J. C. Hockins...	Optional	do	1	8	trips	8 00
Dwight and Huntsville...	F. A. Hanes...	Vehicle	do	2	2	4 mos., 8 days (from Nov. 23, '85)	74 14
Dyer's Bay and Lion's Head...	R. Curry...	Optional	do	1	12	months	156 00
Eagle and West Lorne...	J. Martin...	do	do	12	12	do	199 53
Eastman's Springs and Hawthorne...	D. H. Eastman...	do	do	3	12	do	120 00
Eastman's Springs and Railway Station...	do	do	do	12	12	do	30 00
Eauclair and Railway Station...	W. Mackey...	do	do	6	6	do	20 00
Ebert's and Railway Station...	A. Robertson...	do	do	12	12	do	1 00
Eden Mills and Guelph...	R. Middleton...	do	do	6	12	do	288 00
Edgar's Mills and Railway Station...	W. Edgar...	do	do	6	12	do	40 00
Edgeley and Thornhill Station...	W. Clark...	do	do	2	6	do	125 20
Edgington and Seguin Falls...	J. H. Holton...	do	do	9	1	do	70 00
Edmonton and Railway Station...	W. Goulding...	do	do	6	12	do	30 00
Edwardsville and Moleworth...	S. Longhead...	do	do	4	2	do	64 00
Eganville and Golden Lake...	S. Sunstrum, senr.	Vehicle	do	12	12	do	144 00
Eganville and Pembroke...	M. Foy...	Horse or vehicle	do	3	6	do	183 02
do	M. J. McCann...	do	do	3	6	do	167 00
Egerton and Kingscote...	J. Phelan...	Optional	do	1	12	do	35 00
Egerton and Mount Forest...	J. Hunter...	Horse or vehicle	do	3	12	do	260 00
Eglington, Toronto and Yorkville...	J. Hendy...	Vehicle	do	4	12	do	360 00
Egmont and Mount Forest...	W. Hunt...	do	do	4	12	do	70 00
Elcho and Smithville...	H. Hunsberger...	Horse or vehicle	do	2	9	do	16 01
do	do	do	do	2	3	do	26 00
Elder and Rosemont...	C. Conn...	Optional	do	2	12	do	88 00
Elder's Mills and Railway Station...	J. Wright...	do	do	6	12	do	50 00
Elford and Essex Centre...	I. Elford...	do	do	1	12	do	45 00
Elia and Railway Station...	W. Jackson...	do	do	6	12	do	75 00
Elizabethville and Port Hope...	P. N. Oke...	Horse or vehicle	do	6	12	do	490 61
Elizaville and Seeley's Bay...	J. MacMillan...	Optional	do	2	12	do	55 00
Elmvale Station and Waverley...	J. Williams...	Vehicle	do	6	6	do	175 00
do	M. Moses...	do	do	6	6	do	175 00
Elmwood and Malcolm...	H. R. Clements...	do	do	3	12	do	89 00
Elmwood and Railway Station...	T. Johnson...	do	do	12	12	do	75 00
Elora and Inverhaugh...	R. Ariss...	Optional	do	2	12	do	60 00
Elora and Pentland...	R. Amy...	Horse or vehicle	do	2	12	do	60 00
Elora and C. V. Railway Station...	T. Biggar...	Optional	do	12	12	do	100 00
Elora and W. G. & B. Railway Station...	M. Salvidge...	do	do	36	12	do	137 48
Elora and Salem...	J. R. Wissler...	do	do	1	12	do	57 00
Elphin and McDonald's Corners...	J. Brownlee...	Horse or vehicle	do	6	12	do	57 00
Elsinore and French Bay...	H. Shannon...	Optional	do	1	12	do	40 00
Emerson and Port Sydney...	H. Farnsworth...	do	do	12	12	do	90 00
Embro and Harrington, &c...	A. Munro...	Vehicle	do	3	6	do	93 75
do	W. S. Vannatter...	do	do	3	6	do	255 00
Emery and Railway Station...	J. O'Grady...	Optional	do	6	12	do	50 00
Emmett and Wilno...	H. Roberts...	Vehicle	do	1	12	do	50 00
Ensedale and Ferry Glen...	do	do	do	2	3	do	15 00

## REPORT No. 2, A—Continued.

DETAIL of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1886.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
Emsdale and Kearney.....	S. B. Smith.....	Optional.....	6	2	12 months	\$ 80 00
Emsdale and Star Lake.....	R. Hamilton.....	Vehicle.....	3	1	12 do	24 00
Enfield and Oshawa.....	J. S. Ashton.....	do.....	14	3	12 do	130 00
Ennis and Loreto.....	J. O'Leary.....	Optional.....	3½	1	12 do	30 00
Enismore and Frankhill.....	G. Franks.....	Horse or vehicle.....	6	1	12 do	55 00
Enismore and King's Wharf.....	J. C. Leary.....	Optional.....	8	2	12 do	75 00
Enterprise and Trafford.....	M. Whelan.....	Horse or vehicle.....	9	1	12 do	45 00
Epping and Fiesheron.....	J. C. Curry.....	Vehicle.....	13½	6	12 do	400 00
Epping and Meaford.....	T. Jordan.....	do.....	14	6	3 do	73 75
do.....	W. J. Cann.....	do.....	14	6	9 do	221 25
Erbsville and Waterloo.....	J. Simmermacher.....	Horse or vehicle.....	5	1	12 do	45 00
Erie and Jarvis.....	A. Finch.....	Optional.....	5	2	12 do	72 00
Erin and Guelph.....	A. Sanders.....	Vehicle.....	20	6	12 do	470 00
Erin and Railway Station.....	R. & J. Wood.....	Optional.....	1	12	12 do	50 00
Erinsville and Napanee.....	J. Grange.....	Horse or vehicle.....	21	6	12 do	400 00
Erinsville and Tamworth.....	G. Keller.....	do.....	4	6	8 do	80 00
Essex Centre and Waterton.....	C. Cornwall.....	do.....	5	6	9 do	30 00
Essex Centre and Tiverton.....	H. Cameron.....	Optional.....	5	3	12 do	95 00
Essex Centre and Gesto.....	G. N. Turton.....	Vehicle.....	6½	6	3 do	37 50
do.....	W. J. Irwin.....	do.....	6½	6	9 do	112 50
Essex Centre and Leamington.....	C. Wigle.....	do.....	22	6	12 do	700 00
Essex Centre and Railway Station.....	T. Rush.....	Optional.....	4	18	12 do	117 38
Essonville and Haliburton.....	T. Johnston.....	Horse or vehicle.....	16	1	12 do	85 00
Ethel and Railway Station.....	W. Spence.....	Optional.....	½	6	12 do	80 00
Ethrick and Ilderton, &c.....	W. Charlton.....	do.....	6½	3	6 do	92 50
do.....	J. H. McRae.....	do.....	6½	3 & 12	6 do	87 50
Evelyn and London.....	H. Bray.....	do.....	13	6	3 do	251 85
do.....	M. Barber, jun.....	do.....	13	6	3 do	83 95
do.....	W. M. Lockhart.....	do.....	1	12	12 do	50 00
Everett and Railway Station.....	C. Snell.....	do.....	½	6	12 do	70 00
Exeter and Hay.....	M. Davis.....	Vehicle.....	12	6	5 do	140 00
Exeter and Kirkton.....	W. Carby.....	do.....	12	6	7 do	218 75
do.....	C. Snell.....	Optional.....	21	24	12 do	225 36
Exeter and Railway Station.....	do.....	do.....	7	3	12 do	78 00
Exeter and Sarepta.....	W. Reynolds.....	do.....	7	3	12 do	78 00



Fairfield East and Railway Station.....	A. C. Johns	Vehicle	1 1/2	3	12	do	25 00
Fair Valley and Warminster.....	R. C. Hipwell	Optional.....	4	3	12	do	72 00
Farmview and Stratford.....	W. Bell	Horse or vehicle.	9	3	12	do	52 00
Falkenberg and Ullswater.....	M. Moore	Optional.....	12 1/2	3	Season, 1886.	do	169 25
Falkland and Paris Station.....	J. Robinson.	Vehicle.....	9	6	12 months	do	250 00
Farewell and Riverstown.....	J. R. Morrison.	Optional.....	9	2	12	do	48 88
Faraday and Umfraville.....	S. Hogeboom	Horse or vehicle.	12	1	6	(to Sept. 30, 1886)	24 00
Farmersville and Mallorytown.....	V. W. Sherman.....	do	12	6	12	do	295 00
Farmersville and Plum Hollow.....	G. Orr.....	Vehicle.....	6	2	12	do	88 00
Fargo and Huffman.....	U. A. Harrington.	Horse or vehicle.	3 1/2	2	5	(from Nov. 1, 1885)	25 00
Fargo and Lundy.....	E. W. Haviland.	do	3 1/2	2	6	(to Dec. 31, 1885)	25 00
Fargo and Lundy.....	A. W. Palmer	do	3	2	3	from do	15 00
Fargo and Railway Station.....	C. W. Haviland.	Optional.....	300 yds.	24	12	do	60 00
Farquhar and Lumley.....	J. Pottor.....	Horse or vehicle.	4 1/2	2	12	do	55 00
Farran's Point and Onabruck Centre.....	C. Stata.....	do	7	6	12	do	97 00
Farran's Point and Railway Station.....	do	Optional.....	12	12	12	do	73 00
Fawkham and Catching Post.....	W. Carrick	do	2 1/2	6	12	do	100 00
Fawn and Catching Post.....	J. M. Smith	do	4	3	12	do	40 00
Fenaghvale and St. Amour.....	H. Powell	do	2 1/2	2	12	do	40 00
Fenelon Falls and Railway Station.....	M. Poirer	do	4	2	12	do	25 00
Fenelon Falls and Railway Station.....	S. Tuff	do	5	12	12	do	80 00
Fergus and Russell.....	D. Black	do	5	2	12	do	68 75
Fenaghvale and St. Amour.....	J. C. Morrow	Vehicle.....	13	12 & 36	12	do	250 00
Fergus and Railway Stations.....	T. Hamilton	do	18	2	12	do	150 00
Fergus and Shiloh.....	J. Hudson.....	Optional.....	4	3	12	do	275 00
Ferguson's Falls and Perth.....	D. R. Owen	Horse or vehicle.	4	3	9	(to Dec. 31, 1885)	67 50
Fernhill and Poplar Hill.....	do	do	4	3	3	from do	25 00
Fesserton and Railway Station.....	R. Jancowski	do	14	12	12	do	65 00
Feverham and Fleisherton.....	G. Park	Vehicle.....	14	6	8	(from Aug. 1, 1885)	250 00
Feverham and Maxwell.....	L. H. Perigol.	Horse or vehicle.	4	6	4	(to July 31, 1885)	26 66
Fingal and Port Talbot.....	J. Broom	do	7	3	12	do	125 00
Fingal and St. Thomas.....	T. Warren	Optional.....	7	6	12	do	219 00
Fingal and St. Thomas.....	N. Powers	Horse or vehicle	3 1/2	6 & 12	12	do	149 00
Fingerboard and Sonya.....	T. Moase	Optional.....	2 1/2	3	6	(to Sept. 30, 1885)	30 00
Fingerboard and Sonya.....	do	do	2 1/2	3	6	from do	40 00
Fish Creek and Granton.....	W. Blatchford	Horse or vehicle.	5	2	12	do	60 00
Fisherville, Nelles' Corners and Railway Station.....	J. Mehenbacher.....	do	4 & 1/2	6 & 12	12	do	159 00
Fleetwood and Franklin.....	W. Stacy	Optional.....	1	4	12	do	78 00
Fleisherton and Railway Station.....	P. Munshaw	do	6 1/2	24	12	do	156 00
Fleisherton and Vandeleur.....	W. I. Corey	Horse or vehicle.	1	3	12	do	98 00
Fletcher and Railway Station.....	P. T. Barry	Optional.....	19	12	12	do	50 00
Flinton and Madoc.....	R. Simmons	Vehicle.....	6	6	12	do	741 00
Florence and Rutherford.....	J. Johnson	Optional.....	6	3	3	(to June 30, 1885)	28 00
Florence and Rutherford.....	J. Coumbrough.	do	6	3	9	from do	75 00
do	G. W. White	do	8	12	3	(from Jan. 1, 1886)	2 50
Flower Station and Railway Station.....	J. A. McQueen.....	do	4 1/2	6	12	do	196 00
Fonthill and North Pelham.....	O. Rogers	do	4 1/2	3	12	do	156 00
Fordwich and Newbridge.....	W. Faulkner.....	do	4	12	12	do	110 00
Fordwich and Railway Station.....	A. G. Anderson	do	9	3	12	do	149 00
Forest and Ravenswood.....	do	do	9	3	12	do	149 00



## REPORT No. 2, A—Continued.

DETAIL of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1886.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						\$ cts.
Forester's Falls and Railway Crossing.	H. W. Howard.	Optional Vehicle	17	6	12 months	520 00
Forest Lake and South River	F. McDermott.	do	3	2	1 do (from March 1, 1886)	4 18
Forest Lake and Sundridge.	G. Ambury.	do	9	1	1 do (to Feb. 28, 1886)	59 58
Fort and Harlem.	C. T. Hales.	do	8	6	2 do (to May 31, 1886)	37 50
Fort Erie and Garrison Road	J. Hershey.	do	4	12	do	80 00
Fort Erie and Railway Stations	G. Lewis.	On foot.	2	48	12 do	360 00
Fort William and Neehing	A. McLaren.	Optional	3	3 & 6	7 do (to Nov. 30, 1885)	174 00
Fort William and Railway Station	E. Deacon.	do	7	12	4 do from do	60 00
Fowler's Corners and Peterboro'	A. Tully.	Horse or vehicle.	7	2	12 do	104 00
Foxmead and Railway Station	J. Hadden.	Optional.	16	12	3 do (to June 30, 1885)	15 00
do do	do	do	16	6	9 do from do	22 50
do do	E. Marr.	do	6	3	3 do (to June 30, 1885)	43 75
Franconia and Perry Station	O. Clark.	do	6	6	9 do from do	101 25
Frankford and Stockdale.	H. S. Bowerman.	Vehicle	2	3	12 do	36 00
Frankford and Trenton	C. Weston.	do	8	2	12 do	170 00
Franklin and Mount Horeb.	W. Gernyn.	do	6	2	12 do	100 00
Franklin and Railway Station.	W. Maguire.	Optional.	100 ft.	12	2 do (to May 31, 1885)	10 00
do do	J. Hadden.	do	100 ft.	12	10 do from do	58 33
Franktown and Railway Station	W. Lighthody.	Vehicle	1	12	12 do	150 00
Frankville and Railway Station.	C. Marshall.	do	11	6	12 do	230 00
Freeborn and Railway Station.	J. Freeborn.	On foot.	1	6	7 do (from Sept. 1, 1885)	17 50
Freehold and Webster's Corners.	I. W. Preston.	Optional.	3	3	4 do (from Nov. 1, 1885)	8 33
Freeport and Mountsberg.	T. Hilliard.	Horse or vehicle	3	3	4 do (to July 31, 1885)	30 00
do do	B. B. Johnson.	do	3	3	8 do from do	60 00
Freeman and Railway Station.	E. B. Freeman.	Optional.	16	30	12 do	67 80
French River and Midland	Ontario Lumber Co	do	130	1	Season, 1885	130 00
Frome and Railway Station	W. M. Merrill.	Horse or vehicle.	1	6	3 months (to June 30, 1885)	19 50
do do	J. Arnold.	do	1	3	9 do from do	58 75
Fullarton and Gowrie	R. Francis.	Optional.	3	3	12 do	140 00
Fullarton, Mitchell and Russeldale.	W. Rogers.	Horse or vehicle.	2 & 6	3 & 6	12 do	60 00
Fuller and Thomasburg	M. Mills.	Optional.	4	2	12 do	48 00
Furnace Falls and Monck Road	J. C. Perry.	do	1	2	3 do (to Dec. 31, 1885)	15 00
do do	T. J. Sedgewick.	do	1	2	3 do from do	5 00
Fyfield and Teeswater	A. Gibson.	do	5	2	12 do	60 00

Gad's Hill and Stratford.		T. O'Donnell.		Horse or vehicle.		6		12		do		225 00
Galt and Glenmorris.	do	D. Munro.	do	do	do	6	12	do	do	do	do	290 00
Galt and Puslinch.	do	F. Mathers.	Vehicle	do	do	7	12	do	do	do	do	56 25
do	do	J. McLean.	do	do	do	15	3	do	do	do	do	161 25
Galt and Railway Station.	do	L. E. Eby.	do	do	do	15	24	do	do	do	do	150 00
Gambridge and Railway Station.	do	W. M. Stewart.	Optional	do	do	15	12	do	do	do	do	27 50
Gananoque and Howe Island.	do	S. McDougall.	do	do	do	12	12	do	do	do	do	86 25
do	do	J. Driscoll.	do	do	do	12	2	do	do	do	do	75 00
Gananoque and Pitt's Ferry.	do	W. Kenny.	do	do	do	14	2	do	do	do	do	72 50
Gananoque and Seeley's Bay.	do	L. Root.	do	do	do	12	2	do	do	do	do	54 00
Gananoque and Wilstead.	do	B. Eaton.	Vehicle.	do	do	16	2	do	do	do	do	74 50
Gananoque Station and Marble Rock.	do	J. L. Bradley.	Horse or vehicle.	do	do	4	3	do	do	do	do	53 33
Gananoque Station and Willetsholme.	do	B. S. Bradley.	Vehicle.	do	do	4	2	do	do	do	do	60 00
Garnet and Railway Station.	do	J. Abrams.	Horse or vehicle.	do	do	4	2	do	do	do	do	37 50
Garretton and Spencerville.	do	T. Sullivan.	Optional	do	do	9	12	do	do	do	do	49 00
Garry Owen, Johnson and Owen Sound.	do	A. G. D. Landon.	Horse or vehicle.	do	do	10 & 13	2	do	do	do	do	75 00
Gelert and Ingoldsby.	do	G. W. David.	do	do	do	5	2	do	do	do	do	400 00
do	do	D. Burk.	do	do	do	5	2	do	do	do	do	30 00
Gelert and Railway Station.	do	W. F. Ritchie.	On foot.	do	do	5	2	do	do	do	do	17 50
Georgetown and Railway Station.	do	McCallum & Watson.	do	do	do	3	12	do	do	do	do	50 00
Georgetown and Salmonville.	do	A. Sharp.	Optional.	do	do	3	18	do	do	do	do	187 48
Germania and Uffington Road.	do	J. L. Weismiller.	Vehicle.	do	do	6	6	do	do	do	do	178 00
do	do	W. Stamp.	do	do	do	2	2	do	do	do	do	12 50
do	do	do	do	do	do	2	2	do	do	do	do	33 33
German Mills and Strasburg.	do	W. Arndt.	do	do	do	2	3	do	do	do	do	6 25
Gilbert's Mills and Pieton.	do	M. Hunt.	Horse or vehicle.	do	do	10	3	do	do	do	do	75 00
Gilford and Railway Station.	do	T. Maconchy.	Optional.	do	do	3	12	do	do	do	do	148 00
do	do	J. A. Blain.	do	do	do	3	24	do	do	do	do	15 00
Gladstone and Harrietsville.	do	F. Lavine.	Vehicle.	do	do	3	6	do	do	do	do	45 00
Glammis and Pinkerton Station.	do	J. McKeenan.	Horse or vehicle.	do	do	9	6	do	do	do	do	100 00
Glamorgan and Milbrook.	do	K. Kennedy.	Optional.	do	do	2	12	do	do	do	do	300 00
Glandine and Railway Station.	do	C. H. Jones.	do	do	do	2	3	do	do	do	do	78 00
Glanford Station and Sinclearville.	do	J. R. Wilson.	Horse or vehicle.	do	do	2	3	do	do	do	do	60 00
Glanmire and Millbridge.	do	J. Summies.	do	do	do	10	3	do	do	do	do	155 00
Glanworth and Railway Station.	do	J. Turnbull.	Optional.	do	do	8	1	do	do	do	do	52 00
Glenbury and Kaladar.	do	E. F. Duham.	do	do	do	4	6	do	do	do	do	62 48
Glen Alda and Thonet.	do	W. McWilliam.	Horse or vehicle.	do	do	19	2	do	do	do	do	39 00
Glenannan and Railway Station.	do	A. Anderson.	Optional.	do	do	22 r. t.	12	do	do	do	do	175 00
Glenarm and Woodville.	do	H. Ferguson.	Vehicle.	do	do	1	12	do	do	do	do	40 00
Glencairn and Railway Station.	do	W. Grieve.	Optional.	do	do	6	12	do	do	do	do	299 00
Glencoe and Kilmartin.	do	D. B. McIntyre.	do	do	do	4	3	do	do	do	do	90 00
Glencoe and Strathburne.	do	J. Smith.	do	do	do	2	3	do	do	do	do	85 00
Glencolin and Springfield.	do	S. T. Young.	do	do	do	3	12	do	do	do	do	120 00
Glendale and White Oak.	do	C. Flawn.	do	do	do	2	3	do	do	do	do	80 00
Glenfarrow and Wingham.	do	W. Mackerie.	do	do	do	6	2	do	do	do	do	75 00
Glen Huron and Railway Station.	do	J. Hamilton.	do	do	do	6	3	do	do	do	do	25 00
do	do	do	do	do	do	6	9	do	do	do	do	86 25



## Report No. 2, A—Continued.

DETAIL of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1886.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
Glen Huron Station and Railway Station	P. McMillan	Optional	21	12	12 months	\$ 20 00
Glenla and Loring	A. W. Sinclair	do	6	1	12 do	150 00
Glen Major and Myrtle	W. R. Derby	Vehicle	6	6	12 do	224 00
Glenmeyer and Kinglake	E. Gale	do	8	2	12 do	250 00
Glenmeyer and Tilsonburg	do	do	10	3	12 do	95 00
Glenmeyer and Matiland	W. O'Neill	Horse or vehicle.	9	3	12 do	147 00
Glen Oak and Longwood Station	L. J. Hixon	Vehicle	8	3	12 do	145 00
Glen Orchard and Redwood	J. Nixon	Optional	3	2	12 do	75 00
Glen Robertson and North Lancaster	D. McDonald	Vehicle	25	1	Season, 1885-86	11 00
Glen Robertson and Railway Station	do	Optional	25	6	12 months	340 00
do	do	do	25	12	6 do (to Sept. 30, 1885)	15 00
Glen Ross and Stirling	L. H. Smith	Horse or vehicle.	4	24	6 do from do	20 00
Glen Roy and Munro's Mills	M. Munroe	do	4	2	12 do	40 00
Glen Sandfield and Ste. Anne de Prescott	R. Brassard	do	4	3	12 do	88 61
Glen Small and Spencerville	E. Ellis, jun.	Optional	6	2	6 do (from Oct. 1, 1885)	42 18
Glen Tay and Perth	J. Woods	do	3	2	12 do	50 00
Glenvale and Sharpton	G. D. Hann	Horse or vehicle.	4	6	12 do	140 60
Goderich and Kintail	A. M. Polley	do	3	2	12 do	60 00
Goderich and Lucknow	J. Mullin	Vehicle.	14	6	12 do	595 00
Goderich and Railway Station	A. M. Polley	Vehicle	23	6	12 do	398 00
Goderich and Westport	M. Grady	do	1	24	12 do	212 84
Goldfield and South Finch	M. McLean	Optional.	20	6	12 do	492 00
Goldsmith and Leamington	G. B. Reid	do	2	3	12 do	55 00
do	do	do	10	3	3 do (to June 30, 1885)	25 00
Goldstone and Railway Station	E. Gibbons.	do	1	3	9 do from do	93 75
Gooderham and Kinnmount	J. Bowie	do	20	6	12 do	100 16
Gooderham and Ursa	S. Kettle	do	6	2	12 do	244 00
Goodwood and Railway Station	M. Chapman	do	1	1	12 do	30 00
Goodtown and Richmond	T. H. Mills	do	3	12	12 do	60 00
Gordon and Railway Station	J. S. Smith.	do	16	12	3 do (to June 30, 1885)	26 00
do	J. C. Duff	do	16	12	9 do from do	12 50
Gore Bay and Little Current	H. May	do	50	1	Part of seasons, 1884-85 & 1885-86	200 00
Gore Bay and Long Bay	E. H. Jackson	do	10	1	9 months (to Dec. 31, 1885)	58 50
do	G. W. Hodgkinson	do	10	1	3 do from do	18 75
Gore Bay and Meldrum Bay	E. H. Jackson	do	58	1	12 do	400 00



37

## REPORT No. 2, A—Continued.

DETAIL of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1886.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						\$ cts.
Hagersville and Railway Station	J. Fleming	Optional.	$\frac{1}{2}$	36	12 months (less fine)	174 00
Hagersville and Spingvale	J. Holbrook	do	4	6	do	120 00
Hagersville Station and Selkirk	S. Hurst	do	14	6	(to Sept. 30, 1885)	145 00
do	L. Brown	do	14	6	from do	129 00
Haley's Station and Harcourt	W. Hutton	do	2	3	do	50 00
Haliburton and Kennaway	J. E. Holmes	Horse or vehicle.	25	1	do	235 00
Haliburton and Railway Station	J. Young	Optional.	$\frac{1}{2}$	12	do	50 00
Hallville and Kempville	J. Dickinson	Vehicle.	13	3	do	200 00
Hamilton and Lowville	D. Harris	do	20	6	do	525 00
Hamilton—G. W. Railway Station and N. & N.-W. Railway Station	C. Armstrong	do	1	30	do	1,150 75
Hamilton and Stony Creek	L. Gorman	do	7	6	do	250 00
Hamilton and Street Letter Boxes	J. Brundle	do	34	As req.	do	750 00
Hampton and Solina	W. Batten	Horse or vehicle.	24	3	(to Sept. 30, 1885)	25 00
do	E. B. Cryderman	do	24	3	from do	25 00
Hanover and Railway Station	E. Pace	Optional.	$\frac{1}{2}$	12	do	95 00
Harkaway and Markdale	J. Logan	Horse or vehicle.	7	1	do	52 00
Harlem and Philipville	W. B. Phelps	Vehicle	3	6	do	42 49
do	do	do	3	3	(to Sept. 30, 1885)	33 00
Harley and Hatchley Station	B. Powell	Optional.	3	2	(to Dec. 31, 1885)	75 00
Harley and New Durham	R. Gavin	Horse or vehicle.	5	6	do	132 00
Harlock and Seaforth	T. Neilans	Vehicle.	17	3	do	366 16
Harold and Wellman's Corners	P. Hubble	Optional.	4	2	do	50 00
Harper and Perth	T. Butler	Horse or vehicle.	7	2	do	50 00
Harrisburg and Troy	M. O'Riley	Optional.	4	6	do	200 00
Harrisburg and Weir	E. Williamson	do	$\frac{1}{2}$	3	do	45 00
Harrison and Railway Stations	C. B. Ward	do	$\frac{1}{2}$	24 & 12	do	225 36
Harford and Waterford	W. A. Slaght	Horse or vehicle.	10	6	do	225 00
Harfmore and Hermon	J. Bremner	do	8	1	do	41 00
Harwich and Railway Station	J. O'Brien	do	7	6	do	229 00
Havelock and Railway Station	A. V. Fuller	Optional.	$\frac{1}{2}$	20	do	153 09
Havelock and Tilton	G. W. Gibson	do	3	3	(to July 31, 1886)	26 00
do	A. Peters	do	3	4	(to Nov. 30, 1886)	31 66
do	do	do	5	3	from do	38 33
Hawkestone and Oso Station	A. Douglas	do	4	6	(to July 15, 1885)	4 50







## REPORT No. 2, A—Continued.

DETAIL of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1886.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						\$ etc.
Honey's Rapids and Washago .....	H. Nichols.....	Optional.....	16	2	12 months.....	135 00
Howe Island and Kingston.....	J. O'Brien.....	do .....	14	3	do (from Oct. 1, 1886).....	124 50
Ember and Weston.....	C. R. Dade.....	Horse or vehicle.....	7 $\frac{1}{2}$	6	do .....	260 00
Humberstone and Railway Station.....	D. Staph.....	do .....	4 $\frac{1}{2}$	24	do .....	150 00
Hurdville and Waubamick .....	L. N. Hurd.....	Optional.....	6 $\frac{1}{2}$	1	do (to June 30, 1885).....	11 25
Huston and Moorefield Station.....	R. Kirby.....	do .....	1	12	do .....	50 00
Huston and Treacastle .....	D. Callaway .....	Horse or vehicle.....	4	6	do .....	98 00
Hyde Park Corner and London.....	J. S. Marshall .....	Optional.....	.....	.....	Special trip.....	3 00
Hyde Park Corner and Railway Station.....	W. Brown.....	do .....	1	6	12 months.....	40 00
Indian River and Norwood.....	M. Guerin.....	Vehicle.....	11	3	do (to Sept. 30, 1885).....	75 00
do .....	do .....	do .....	11	3	do (to Dec. 31, 1885).....	58 50
Indian River and Railway Station.....	do .....	Horse or vehicle.....	5	3	do (from Jan. 1, 1886).....	20 00
Ingersoll and Lakeside.....	W. C. Garner.....	Vehicle.....	16	6	do (to Sept. 30, 1885).....	250 00
do .....	W. Brock.....	do .....	16	6	do from .....	237 50
Ingersoll and Peables .....	B. Dennis .....	Horse or vehicle.....	6 $\frac{1}{2}$	2	do .....	59 00
Ingersoll and Port Burwell.....	E. Gray.....	Vehicle.....	32	12	do .....	855 00
Ingersoll and Railway Station.....	C. R. Patience.....	Optional.....	.....	12	do .....	150 24
Ingersoll—C. V. Railway and G. T. Railway.....	J. Shannon .....	do .....	200 yds.	6	do 19 dys. (from June 12, '86).....	100 40
Inglewood and Railway Station.....	J. Graham.....	do .....	2 $\frac{1}{2}$	12	do .....	52 00
Inistioge and Railway Station.....	H. Armstrong.....	do .....	2 $\frac{1}{2}$	3	do .....	91 00
Inkerman and Iroquois .....	W. Gamble.....	Vehicle.....	24	6	do .....	365 00
Inkerkip and Railway Station.....	S. Tachel.....	Optional.....	1 $\frac{1}{2}$	12	do .....	90 00
Innisfil and Stroud.....	T. J. Orr.....	do .....	3	6	do (to June 30, 1885).....	31 25
do .....	T. W. Boyer.....	do .....	3	6	do from .....	86 25
International Bridge and Railway Station.....	G. Graham.....	do .....	.....	24	do .....	150 00
Inverhuron and Tiverton .....	H. Gameron.....	do .....	3	3	do .....	70 00
Invermay and Railway Station.....	A. Neeland.....	do .....	3 $\frac{1}{2}$	12	do .....	137 72
Inwood and Railway Station.....	J. M. Courtright.....	do .....	1 $\frac{1}{2}$	12	do .....	20 00
Iona and Railway Station.....	E. Roche, jun.....	do .....	2	12	do .....	124 00
Irena and Rowena .....	T. S. Carter.....	do .....	3	3	do .....	80 00
Islington and Railway Station.....	T. Musson.....	Horse or vehicle.....	1 $\frac{1}{2}$	6	do 3 days (to Jan. 3, '86).....	71 40
do .....	do .....	Optional.....	4 $\frac{1}{2}$	12	do 28 days, from .....	22 50
Ivy and Thorntun.....	J. Graham.....	do .....	4 $\frac{1}{2}$	6	do .....	150 00

Jaffa and Orwell.....	do	do	2	12	do	40 00
Janetville and Pontypool.....	Vehicle	do	6	5	do	197 91
Jarlberg and Seguin Falls.....	Optional.	do	1	12	do	45 00
Jarvis and Railway Station.....	Vehicle	do	24	12	do	187 80
Jarvis Station and Railway Station.....	Optional.	do	6	12	do	31 30
Jermyn and Lang.....	Horse or vehicle	do	3	12	do	75 00
Jefferson and King Station.....	Vehicle	do	6	12	do	310 00
Jocelyn and Marksville.....	Optional.	do	1	12	do	90 00
Jockvale and Manotick.....	Vehicle	do	3	6	do	35 00
do	do	do	3	6	do	50 00
Johnson's Mills and Zurich.....	Horse or vehicle.	do	2	12	do	49 00
Jones' Falls and Morton.....	Optional.	do	3	12	do	75 00
Jordan and Pelham Union.....	do	do	3	12	do	75 00
J. Johnston.....	do	do	3	3	do	10 00
H. N. Crosby.....	do	do	2	9	do	45 00
Juddhaven and Port Carling.....	do	do	1	Part of seasons 1884 & 1885-86.	do	41 80
Jura and Thedford.....	Vehicle	do	3	12 months	do	104 00
Kagawong and Perivale.....	Optional.	do	1	9	do	41 25
do	do	do	1	3	do	18 00
Keady and Owen Sound.....	do	do	6	3	do	87 50
Kearney and Ravensworth.....	do	do	1	12	do	40 00
Keene and Railway Station.....	do	do	12	12	do	160 00
Keith and Tupperville.....	do	do	2	12	do	42 00
Kelson and Shelburne.....	do	do	2	12	do	52 00
Kelso and Christie's Crossing.....	do	do	6	12	do	40 00
Kelvin and Northfield Centre.....	do	do	6	12	do	14 00
Kemble and Wolseley.....	do	do	6	3	do	14 00
Kemptville and Merrickville.....	Vehicle	do	1	12	do	40 00
Kemptville and Railway Station.....	Optional.	do	18	12	do	550 00
Kemptville and South Gower.....	Vehicle	do	3	12	do	272 31
Kenilworth and Pertherton.....	Optional.	do	11	12	do	195 00
Kenilworth and Railway Station.....	do	do	6	12	do	125 60
Kenilworth and Riverstown.....	do	do	12	12	do	80 00
Kenilworth and Wagram.....	do	do	6	12	do	77 00
Kenney and Mitchell Road.....	do	do	2	12	do	80 00
Kent Bridge and Thorncliffe.....	Horse or vehicle.	do	2	5	do	20 83
do	do	do	3	3	do	10 00
Khiva and Shipka.....	do	do	2	2	do	37 50
Kilgore and Whitfield.....	Vehicle	do	2	9	do	35 00
Killyleagh and Thornton.....	Optional.	do	1	12	do	25 00
Kilmarnock and Mono Road Station.....	Horse or vehicle.	do	3	12	do	55 00
Kilmarnock and Smith's Falls.....	do	do	3	12	do	79 00
Kimball and Railway Station.....	Optional.	do	8	12	do	105 00
Kimball and Seckerton.....	do	do	2	12	do	25 00
Kimball and Wabano.....	Horse or vehicle.	do	6	12	do	60 00
do	do	do	2	12	do	20 00
Kincardine and Port Elgin.....	Vehicle	do	6	6	do	75 00
do	do	do	6	6	do	192 50
Kincardine and Railway Station.....	Optional.	do	3	3	do	192 50
do	do	do	3	3	do	90 00
J. Hockins.....	do	do	3	3	do	90 00
W. J. Ostrander.....	do	do	3	29 r. t.	do	40 rods.
R. Gillis.....	Vehicle	do	6	5	do	197 91
H. Frederickson.....	Optional.	do	1	12	do	45 00
E. Lea.....	Vehicle	do	24	12	do	187 80
do	do	do	6	12	do	31 30
A. C. Brown.....	Optional.	do	3	12	do	75 00
G. J. Jefferson.....	Horse or vehicle	do	6	12	do	310 00
G. Young.....	Vehicle	do	1	12	do	90 00
J. Fernoye.....	Optional.	do	3	6	do	35 00
do	do	do	3	6	do	50 00
D. Spencer.....	Horse or vehicle.	do	2	12	do	49 00
T. Kenney.....	Optional.	do	3	12	do	75 00
J. Johnston.....	do	do	3	12	do	75 00
H. N. Crosby.....	do	do	3	3	do	10 00
A. Thomson.....	do	do	2	9	do	45 00
J. McCordie.....	Vehicle	do	1	Part of seasons 1884 & 1885-86.	do	41 80
J. N. Pierce.....	Optional.	do	3	12 months	do	104 00
J. Morden.....	do	do	1	9	do	41 25
J. C. Harvey.....	do	do	1	3	do	18 00
J. Frost.....	do	do	6	3	do	87 50
S. Sutor.....	do	do	1	12	do	40 00
W. Bryon.....	do	do	12	12	do	160 00
D. Smith.....	do	do	2	12	do	42 00
J. W. Hainer.....	do	do	2	12	do	52 00
J. Hearn.....	do	do	6	12	do	40 00
C. W. Putnam.....	Vehicle	do	6	12	do	14 00
W. Dickinson.....	Optional.	do	1	12	do	40 00
H. H. Adams.....	Vehicle	do	18	12	do	550 00
M. Enright.....	Optional.	do	3	12	do	272 31
R. Gordon.....	do	do	11	12	do	195 00
T. Muldoon.....	do	do	6	12	do	125 60
J. Craig.....	do	do	12	12	do	80 00
J. Kenney.....	do	do	6	12	do	77 00
G. B. Shaw.....	Horse or vehicle.	do	2	12	do	80 00
do	do	do	2	5	do	20 83
W. Holt, jun.....	do	do	3	3	do	10 00
N. Maw.....	Vehicle	do	2	2	do	37 50
J. Graham.....	Optional.	do	2	9	do	35 00
H. McTaggart.....	Horse or vehicle.	do	2	12	do	25 00
G. Halliday.....	do	do	1	12	do	55 00
J. Kimball.....	Optional.	do	3	12	do	79 00
T. Johnston.....	do	do	2	12	do	105 00
T. Capes.....	Horse or vehicle.	do	2	12	do	25 00
do	do	do	6	12	do	60 00
A. McDougall.....	Vehicle	do	2	12	do	20 00
P. White.....	do	do	6	6	do	75 00
J. Hockins.....	Optional.	do	6	6	do	192 50
do	do	do	6	6	do	192 50
do	do	do	3	3	do	90 00



## REPORT No. 2, A—Continued.

DETAIL of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1886.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No of Trips per Week.	Period.	Amount.
Kincardine and Railway Station.....	J. Hockins.....	Optional.....	1	30	9 months (from July 1, 1886)	\$ 225 00
Kincardine and Walkerton.....	J. H. Kaake.....	Horse or vehicle.	28	6	do (to June 30, 1885)	225 00
do	do	do	28	6	do from do	227 33
King and Railway Station.....	T. Harker.....	On foot.....	1	6	do	660 00
Kingscourt and Railway Station.....	J. Pelkey.....	do	1	12	do	50 00
do	do	do	1	6	do	12 50
Kingsmill and Mapleton.....	J. B. Hammond.....	Optional.....	4	3	do (to Sept. 30, 1885)	19 50
Kingsmill and Railway Station.....	do	do	40 rods.	6	do from do	170 00
Kingston and Military Camp.....	H. Villiers.....	do	41	12	do	60 00
Kingston and Newboro'.....	J. W. Preston.....	Vehicle	22	6	Special service.	8 00
Kingston and Newburgh.....	H. Finkle.....	do	18	6	12 months	1,173 00
Kingston and Perth Road.....	J. Stoness.....	do	18	3	do	450 00
do	do	do	18	6	do (to Sept. 30, 1885)	124 74
Kingston and Portsmouth.....	W. Wilson.....	Horse or vehicle.	24	6	do from do	224 74
Kingston and Street Letter Boxes.....	D. Grimshaw.....	Vehicle	6	12	do	225 00
do	B. McConville.....	do	10	18	do (to Dec. 31, 1885)	186 00
Kingsville and Oxley.....	A. Elliott.....	do	20	3	do from do	61 00
Kingsville and Pelee Island (see water service).....	T. E. Lidwell.....	Optional.....	10	12	do (from Oct. 1, 1885)	120 00
Kinloss and Lucknow.....	R. Lithco.....	Stage	34	1	do	287 50
Kinlough and Westford.....	A. W. Haldenby.....	Vehicle	12	2	do	275 00
Kinmount and Minden.....	H. Workman.....	Optional	7	6	do	40 00
Kinmount and Mount Irwin.....	T. Peacock.....	do	12	1	do	35 00
Kinmount and Railway Station.....	J. Wilson.....	do	15 r. t.	12	do	40 00
Kippen and Railway Station.....	R. Mellis.....	do	15 r. t.	12	do	100 16
Kirkwall and Rockton.....	J. Smith.....	Horse or vehicle.	15 r. t.	6	do (to Sept. 30, 1885)	75 00
do	J. Harper.....	do	3	6	do from do	22 50
Kirkwall and Valens.....	J. Smith.....	Optional.....	3	2	do (to Sept. 30, 1885)	22 50
do	J. Harper.....	do	14	12	do from do	150 00
Kleinburg and Railway Station.....	W. T. Simpson.....	do	1	12	do	10 00
Klock's Mills and Railway Station.....	J. B. Klock.....	do	6	1	do	40 00
Knapdale and Newbury.....	J. McDonald.....	Horse or vehicle.	5	2	do	53 00
Kolapore and Ravenna.....	G. Wilson.....	Optional.....	7	1	do	50 00
Korah and Sault Ste. Marie.....	D. Everett.....	Horse or vehicle.	7	1	do	70 48
Kosuth and Preston.....	J. D. Groh.....	Optional.....	54	2	do	60 00



10—4\*

## REPORT No. 2, A—Continued.

DETAIL of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1886.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						\$ cts.
Letter Kenny and Rockingham.....	J. Gallagher.....	Horse or vehicle.....	6	1	12 months.....	46 00
Lidcote and Railway Station .....	S. Duncan.....	Optional.....	$\frac{1}{2}$	2	do.....	30 00
Lily Lake and Manitowaning .....	H. McLaughlin.....	Horse or vehicle.....	7	1	do.....	70 00
Lily Oak and Williamsford Station .....	J. Bruce.....	do.....	4 $\frac{1}{2}$	1	do.....	7 50
do.....	do.....	do.....	4 $\frac{1}{2}$	1	do.....	30 00
Lime Lake and Robin .....	T. Henderson.....	do.....	11	3	do.....	21 33
Lime Lake and Tamworth .....	do.....	do.....	12	3	do.....	118 66
Linderwood and Presque Isle.....	G. Shaw.....	Vehicle.....	5	1	do.....	12 50
Lindsay and Milland Railway Station .....	B. Gunigle.....	On foot.....	$\frac{1}{2}$	42	do.....	170 62
do.....	do.....	do.....	$\frac{1}{2}$	36	do.....	160 00
Lindsay and W. P. P. & L., and Victoria Ry. Station .....	H. Workman.....	Optional.....	$\frac{1}{2}$	12	do.....	70 00
Lindsay and Sturgeon Point. (see water service).....	G. Crandell.....	Boat or vehicle.....	12	1	do.....	75 00
Linton and Lloydtown.....	W. Rolling.....	Optional.....	3 $\frac{3}{4}$	6	do.....	135 00
Linwood and St. Jacob's .....	J. McKay.....	do.....	12	6	do.....	199 00
do.....	do.....	do.....	12	6	do.....	199 00
Lion's Head and Warton.....	L. Hyatt.....	do.....	55 f. t.	3	do.....	600 00
Lisbon and Wlesley .....	P. Teskey.....	Horse or vehicle.....	2 $\frac{1}{2}$	2	do.....	55 00
Lisburn and Ripley .....	T. H. Harrison.....	do.....	$\frac{3}{4}$	2	do.....	24 00
Lisle and Railway Station .....	S. Loughried.....	Optional.....	11	12	do.....	50 00
Lstowel and Moleworth .....	O. Hacking.....	do.....	$\frac{3}{4}$ & $\frac{1}{2}$	6	do.....	249 48
Listowel and Railway Stations .....	R. W. Wills.....	do.....	2	12	do.....	263 06
Little Britain and Railway Station .....	H. W. Rosch.....	Vehicle.....	5	12	do.....	125 00
Little Britain and Valentia .....	H. May.....	Horse or vehicle.....	24 & 25	3	do.....	85 00
Little Current, Kilarney and Manitowaning.....	J. M. Anley.....	Optional.....	198	2 & 1	do.....	436 99
Little Current and Parry Sound.....	W. H. Plummer.....	do.....	169	1	Season, 1885-86.....	620 50
Little Current and Sault Ste. Marie.....	W. H. May.....	do.....	76	2	do.....	1,725 00
Little Current and Shegundah .....	W. Gibbons.....	do.....	3	2	Season, 1885.....	90 00
Little Current and Sudbury .....	W. H. May.....	Horse or vehicle.....	11 & $\frac{1}{2}$	2	do.....	90 00
Littewood and Tempo.....	A. J. Kennedy.....	Vehicle.....	6	2	Season, 1885, 12 days (from Nov. 19, 86).....	1,425 00
Lch Garry, Maxville and Railway Station.....	R. Storie.....	do.....	6	5	4 mos., 12 days (from Nov. 1, 1885)....	16 87
Loch Winnoch and Railway Station.....	J. A. Weekes.....	Horse or vehicle.....	6	2	do.....	494 00
Lombardy and Smith's Falls .....	J. Bell.....	Optional.....	1	6	do.....	60 00
Londesboro' and Railway Station.....	P. Allaster.....	Vehicle.....	1	12	do.....	52 20
London and London East .....	D. Anderson.....	do.....	16 $\frac{1}{2}$	24	do.....	145 00
London and Lucan.....	do.....	do.....	16 $\frac{1}{2}$	6	do.....	450 00



London and Naira.....	A. M. Conway.....	do	Optional.	3	12	do	300 00
London and Odell.....	T. Tomlinson.....	Vehicle	do	12	12	do	50 00
London and Petersville.....	T. Barham.....	Optional	do	12	12	do	90 00
London and Railway Station.....	Henrie & Co.....	do	do	24	12	do	200 00
London and Street Letter Boxes.....	M. O'Meara.....	do	do	12	12	do	78 25
Longford Mills and Railway Station.....	W. Thomson.....	do	do	24	12	do	40 00
Longford Station and Rama.....	J. McPherson.....	Horse or vehicle	do	6	12	do	80 00
Lonsdale and Marysville.....	J. Whiteman.....	Optional	do	3	12	do	100 00
L'Original and Railway Station.....	Lee & Seguin.....	Vehicle	do	3	12	do	234 75
Lorimer Lake and McKellar.....	F. B. Ferris.....	Optional	do	8	1	do	45 00
Lorimer Lake and Waubamick.....	do	Vehicle	do	1	9	do	15 00
Lorneville and Railway Station.....	T. Morrison.....	do	do	12	12	do	60 00
Lowbanks and Boulton Ditch Crossing.....	L. Michener.....	Horse or vehicle	do	6	12	do	80 00
Lowville and Milton.....	H. McEld.....	Vehicle	do	6	12	do	200 00
Lucan and McGillivray.....	J. Hodgins.....	Optional	do	18	12	do	374 40
Lucknow and Railway Station.....	W. W. Mellis.....	do	do	30 & 36	12	do	327 60
Luther and Peepabun.....	W. Osbourne.....	Optional	do	2	6	do	25 00
Luther and Railway Station.....	J. Robinson.....	do	do	12	6	do	22 50
Luther and Tarbert.....	W. Osbourne.....	Horse or vehicle	do	2	6	do	25 00
Lyn and Railway Station.....	W. Osbourne.....	Optional	do	6	12	do	62 60
Lyn and Union Spring.....	A. Kendrick.....	do	do	2	12	do	50 00
Lynch Lake and Sundridge.....	A. Booth.....	do	do	1	1	do	3 33
Lynchurst and Seeley's Bay.....	G. Ambury.....	Horse or vehicle	do	5	1	do	168 00
Lynedoch and Wyecombe.....	W. D. Witherell.....	Optional	do	8	12	do	35 00
Lynn Valley and Railway Station.....	J. Oatlie.....	do	do	31	12	do	25 00
Lynnville and Railway Station.....	E. Edmonds.....	do	do	12	12	do	25 00
McCready and Newbury.....	A. L. Wilson.....	do	do	6	12	do	90 77
McGregor and Railway Station.....	G. Leach.....	Horse or vehicle	do	2	12	do	60 00
McIntyre and Fleisherton Road.....	D. Sickelsteel.....	Vehicle	do	12	12	do	50 08
Maberly and Oso Station.....	D. C. McFarlane.....	Horse or vehicle	do	6	12	do	70 00
Maberly and Railway Station.....	J. Morrow.....	Optional	do	2	7	do	46 66
Mackey's Mills and Railway Station.....	do	do	do	6	6	do	16 67
Mackey's Station and Railway Station.....	W. Mackey.....	do	do	12	12	do	20 00
Mackey's Station and Rapides des Joachims.....	J. Dunlop.....	Horse or vehicle	do	12	12	do	25 04
Macville and Railway Station.....	M. McPhee.....	Foot or vehicle	do	3	12	do	180 00
Macville and Marmora.....	C. McLean.....	Vehicle	do	6	12	do	55 00
do	N. McWilliams.....	do	do	6	10	do	166 66
Madoc and Railway Station.....	do	do	do	6	2	do	80 00
Madoc and Rimington.....	S. Barnum.....	do	do	12	12	do	62 60
Magnetawan and Nipissing.....	S. C. Ranson.....	Optional	do	6	12	do	416 00
Magnetawan and Pearceley.....	T. Carr, jun.....	do	do	3	3	do	150 00
Magnetawan and Rosseau.....	C. Theodor.....	do	do	3	12	do	585 00
do	T. G. Pearce.....	Vehicle	do	1	12	do	52 00
Maidstone and Railway Station.....	A. Best.....	do	do	3	3	do	112 25
Malakoff and North Gower.....	do	do	do	3	9	do	450 00
Mallorytown and Rockfield.....	T. Moran.....	Optional	do	12	12	do	125 20
do	A. Johnston.....	Horse or vehicle	do	3	12	do	65 00
do	J. Nunn, jun.....	do	do	2	12	do	62 40



## REPORT No. 2, A—Continued.

DETAIL of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1886.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						\$ cts
Mallorytown and Rockport.....	C. Cornwall for...	Horse or vehicle.	11	3	9 months (to Dec. 31, 1885).....	161 75
do	J. Dickey.....	do	12 $\frac{1}{2}$	3	do from do	43 25
Malone and Marmora.....	G. Richardson.....	do	13	2	do	105 00
Malta and Severn Bridge.....	T. Whyte.....	Optional.....	4	2	do	50 00
Malton and Sandhill.....	S. Seales.....	Vehicle.....	12	6	do	321 00
Malvern and Scarboro' Junction.....	J. Gibson.....	Horse or vehicle.	22 r. t.	6	do	320 00
Manchester and Railway Station.....	J. Amsbury.....	do	1 $\frac{1}{2}$	12	do	108 00
Mandamin and Vyneer.....	J. Gates.....	Optional.....	5	3	(to June 30, 1885).....	33 15
do	T. Carrick.....	do	5	3	do from do	99 00
Manilla and Railway Station.....	H. Harper.....	do	2	12	do	250 00
Manitowaning and Providence Bay.....	J. Riddell.....	do	34	2	(to Aug. 31, 1885).....	161 50
do	H. McLaughlin.....	do	34	2	15 dys. (to Nov. 15, '85)	61 45
do	do	do	34	2	do	142 12
do	W. Hicks.....	do	3 $\frac{1}{2}$	6	15 dys. from do	122 07
Manotick and Railway Station.....	A. Wooding.....	do	14 r. t.	6	do	50 00
Mansewood and Railway Station.....	W. H. Johnston.....	do	14 r. t.	6	do	39 11
Manvers Station and Railway Station.....	J. Rupert.....	do	14 r. t.	6	do	219 00
Maple and Purpleville.....	G. Montgomery, sr	On foot.....	1	12	do	96 00
Maple and Railway Station.....	J. Hood.....	Optional.....	18	1	do	30 00
Maple Island and Whitestone.....	J. Melville.....	Horse or vehicle	5	12	do	80 00
Maple Lake and Minden.....	J. McFarlane.....	Vehicle.....	5	2	do	55 00
Mar and Red Bay.....	W. A. Brown.....	Optional.....	8	24	do (less fines).....	95 00
Markdale and Railway Station.....	E. Darcey.....	do	8	3	do	119 00
Markdale and Traverston.....	F. W. Percy.....	Horse or vehicle.	13	12	do	156 50
Markham and Railway Station.....	B. P. Fuller, jun	Optional.....	7	12	(from June 1, 1885).....	65 00
Marksville and Tenby Bay.....	W. Farley.....	Horse or vehicle.	16	3	do	79 20
Marbank and Tenworth.....	N. McWilliams.....	Vehicle.....	7	12	do	400 00
Marmora and Stirling.....	D. H. Vansickle.....	do	3	1	do	60 00
Marmora and Wriston.....	W. McOuet.....	Optional.....	4	6	do	130 00
Marshallville and Railway Station.....	J. Pushman.....	do	1	18	(to Oct. 31, 1885).....	43 75
Marsville and Russell.....	E. J. Smith.....	do	1	18	do	200 00
Mattawa and Railway Station.....	P. McLeod.....	do	1	6	(to Sept 30, 1885).....	12 50
Maxville and Railway Station.....	do	do	1	18	(to Dec. 31, 1885).....	18 75
do	D. A. McArthur.....	do	7	18	do from do	18 75
Maxville and St. Isidore de Prescott.....	S. Vezina.....	Horse or vehicle.	7	6	do	200 00

47



## REPORT No. 2, A—Continued.

DETAIL of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1886.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						\$ cts.
Montrose and Port Robinson.....	A. Welstead .....	Optional..	5	3	12 months.....	104 00
Moorefield and Railway Station .....	R. Kirkby .....	do	$\frac{1}{2}$	12	do .....	60 00
Moore's Falls and Norland .....	T. Sear .....	do	7	3	(to July 31, 1885) .....	50 00
Morewood and Railway Station .....	A. Cochran .....	do	18	6	do .....	398 00
Moos Creek and Mont nette .....	T. D. Sta K .....	do	20	6	do .....	493 00
Morpeth and Thernville .....	R. S. Walters .....	Vehicle .....	15	6	do .....	249 00
Morrisburg and Waddington, U.S. ....	W. J. Murphy & Co .....	Optional..	3	6	do .....	50 00
Morrisburg and West Winchester.....	Holmes & Drew .....	Vehicle .....	17	6	(to Nov 30, 1885) .....	208 67
do .....	J. Coons .....	do	17	6	from do .....	104 33
Mosborough and Railway Station.....	J. L. Hobson .....	Optional .....	$\frac{1}{2}$	12	do .....	60 00
McIntosh and St. Mary's .....	W. Roger .....	Horse or vehicle .....	10	2	do .....	120 00
Mountain Grove and Parham .....	H. Smerbick .....	do .....	11	2	do .....	120 00
Mount Albert and Railway Station .....	P. Reynolds .....	Optional..	$\frac{1}{2}$	12	do .....	73 00
Mount Albion and Rymal Station .....	J. Mason .....	do .....	2	3	(less fine) .....	21 25
do .....	H. Davis .....	do .....	2	3	(to June 30, 1885) .....	72 00
Mount Forest and Railway Stations .....	I. Coyne .....	Vehicle .....	12 & 24	12	from do .....	187 81
Mount Sherwood and Ottawa .....	A. Ardley .....	do .....	1	6	do .....	200 00
Mull and Railway Station .....	N. Watson .....	Optional..	$\frac{1}{2}$	12	do .....	1 00
Muncey and Railway Station .....	A. McGregor .....	do .....	15 rods .....	12	do .....	35 00
Murilla Station and Railway Station .....	J. McLean .....	do .....	4	4	(to Oct. 31, 1885) .....	40 83
do .....	do .....	do .....	4	7	from do .....	41 66
Murray and Railway Station .....	R. J. Corrigan .....	do .....	1	6	(to Dec. 31, 1885) .....	26 18
do .....	C. N. Sherriff .....	do .....	1	12	from do .....	48 00
Murvale Station and Railton .....	W. Botting .....	Horse or vehicle .....	4	6	(to Sept. 30, 1885) .....	60 00
do .....	J. O'Reilly .....	do .....	4	6	from do .....	209 00
Muskoka Mills and Penetanguishene .....	A. H. Campbell .....	Optional .....	20	1	do .....	25 00
Musselburg and Poole .....	W. Burmann .....	Horse or vehicle .....	3	12	do .....	60 00
Mytle and Railway Station .....	W. R. Derby .....	Optional..	12	9	(to Dec. 31, 1885) .....	15 00
do .....	do .....	do .....	12	3	from do .....	20 00
Nantwe and Catching Post .....	S. Spillet .....	do .....	6	6	do .....	90 00
Napanee and Switzerville .....	P. E. R. Miller .....	Horse or vehicle .....	3	12	do .....	12 35
Napan and Plainfield .....	H. Alford .....	Optional..	13	1	(to June 30, 1885) .....	36 84
do .....	J. D. Naphan .....	do .....	13	1	from do .....	347 00
Napier and Strathroy .....	J. Shanahan .....	do .....	11	6	do .....	



Neebing and Railway Station	A. McLaren	Vehicle	12	12	12	12	00
Neustadt and Railway Station	G. Vogt	Optional	12	12	12	12	00
Newboro' and Smith's Falls	J. W. Preston	do	6	10	do	do	477 50
Newbury and Portland	H. Joynt	do	2	2	do	do	8 00
Newbury and Wardsville	J. W. Frickleton	Vehicle	12	12	do	do	180 00
Newcastle and Orona	J. Hallett	Optional	6	9	do	do	48 00
do	J. M. Jackson	do	5	6	do	do	37 50
do	J. M. Jackson	do	3	3	do	do	65 00
New Dublin and Railway Station	J. A. Brown	Vehicle	18	12	do	do	180 00
New Edinburgh and Ottawa	J. W. Proctor	do	1	12	do	do	36 00
Newholm and Port Sydney	D. Ferguson	do	1	12	do	do	18 00
New Lowell and Railway Station	A. Christie	do	12	9	do	do	100 00
do	R. Paton	do	3	3	do	do	100 00
do	C. Ganton	do	24	19	do	do	104 25
Newmarket and Pine Orchard	J. Bogart	Horse or vehicle	24	3	do	do	29 75
Newmarket and Railway Station	do	do	24	3	do	do	29 75
Newmarket and Sutton West	W. Armstrong	Vehicle	6	6	do	do	448 00
do	C. Neuborn	do	6	6	do	do	16 66
do	J. McNeelands	Optional	1	4	do	do	166 50
Newry and Railway Station	G. W. Cloes	Horse or vehicle	12	12	do	do	130 00
New Sarum and Railway Station	A. Harvey	do	10	3	do	do	525 00
Newton and Tralee	W. J. Sheppard	Vehicle	16	6	do	do	60 01
Niagara and Niagara Falls	R. Warren	Horse or vehicle	12	12	do	do	73 50
Niagara and Railway Station	J. Bishop	do	12	6	do	do	337 50
Niagara and St. Catharines	do	do	12	6	do	do	52 00
do	W. W. Woodruff	Optional	8	12	do	do	84 00
Niagara Falls and Railway Station	J. Clarke	do	8	12	do	do	123 00
Niagara Falls and Suspension Bridge, U.S.	W. Kumpf	Horse or vehicle	8	12	do	do	195 00
Nipissing and Powassan	J. Banister	Optional	300 yds.	12	do	do	49 08
Nihrburg and Shakespear	J. Lemon	do	100 yds.	12	do	do	25 00
Nixon and Railway Station	S. Otley	Vehicle	4	3	do	do	70 00
Nobor and Railway Station	S. J. Whaley	Optional	4	3	do	do	140 00
Normandale and Victoria	S. W. McDonald	do	4	3	do	do	65 00
North Augusta and Railway Station	Muskoka & Nipissing Nav. Co.	On foot	3	Season, 1885	do	do	21 25
North Bay and Railway Station	F. Henry	Optional	4	5 months (from Nov. 1, 1885)	do	do	31 25
North Bay and Steamer	D. McKinnon	do	2	12	do	do	80 00
North Branch and Russell	A. McPhee	Vehicle	9	2	do	do	30 00
North Bruce and Queen Hill	A. Frood	Horse or vehicle	8	2	do	do	99 00
North Buxton and Railway Station	J. Wright	Foot or vehicle	21	3	do	do	256 00
North Goreau and Osgoode Station	G. W. David	Optional	4	3	do	do	300 00
North Koppel and Owen Sound	J. Dunbar	do	5	1	do	do	50 00
North Valley and Osnabuck Centre	W. C. Strader	do	1	12	do	do	26 00
North Williamsburg and Strader's Hill	G. Chiswell	do	24	12	do	do	137 00
Norwich and Railway Station	E. Gould	do	6	12	do	do	200 00
Norwood and Midland Railway Station	do	Horse or vehicle	15	12	do	do	144 75
Norwood and O. & Q. Railway Station	W. Cahill	Optional	1	6	do	do	80 00
Norwood and Round Lake	M. Edwards	Vehicle	12	12	do	do	90 00
Norwood and Railway Station	do	do	12	12	do	do	90 00
Norwensong and Railway Station	do	do	12	12	do	do	90 00
Nottam and Railway Station	do	do	12	12	do	do	90 00

## REPORT No. 2, A—Continued.

DETAIL of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1886.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
Oakland and Windham Centre, &c.	J. Aspdren	Horse or vehicle.	13	6 & 12	12 months	\$ 420 00
Oakville and Trafalgar	E. Hillmer	Optional.	4	6	12 do	225 00
Oakwood and Railway Station	W. H. McLaughlin	do	1½	12 12	do	93 60
Odessa and Railway Station	A. A. Babcock	do	5	12 12	do	250 00
Odessa and Violet	W. H. Perry	do	6	12 12	do	125 00
Odessa and Wilton	A. Babcock	do	4	6 12	do	200 00
Ohswaken and Tuscarora	S. J. McKelvey	Vehicle	3½	3 12	do	115 00
Oil City and Wheeler	J. Galloway	Optional	6½	2 12	do	75 00
Oil City, Railway Station and Oil Springs	J. Keating	do	2½	12 3	do	81 25
do	J. W. Gates	do	2½	12 9	do	202 50
Oldcastle and Railway Station	M. McCarthy	Horse or vehicle.	4	3 1	do	8 33
do	do	do	4	3 11	do	128 33
Olinda and Ruthven	J. Hill	do	4	6 9	do	45 00
Oliver and Thorndale	J. G. McLeod	do	6	2 12	do	100 00
Omenee and Railway Station	R. Grandy	Optional.	1½	24 12	do	250 00
Oneida and Railway Station	J. A. Munny	do	1½	6 12	do	100 16
Onondago and Railway Station	L. Buckwell	do	1½	6 12	do	109 55
Orangeville and Railway Stations	R. Mann	do	24	24 12	do	255 62
Orangeville and Vanatter	J. O. Reid	do	5	2 12	do	88 00
Oranmore and Spence	H. Nelson	do	5	2 12	do	70 00
Orillia and Midland Railway Station	W. Jackson	Horse or vehicle.	1½	24 12	do	98 56
Orillia and Northern Railway Station	J. Harvie	do	16	24 12	do	176 00
Orillia and Sebright	J. Dunn	do	16	6 12	do	330 00
Orillia—Midland Ry. and Muskoka Branch Ry.	W. Moffat	Optional.	8½	6 9	do	202 50
Orleans and Ottawa	S. McElroy	Horse or vehicle.	13½	6 12	do	20 00
Oro Station and Railway Station	H. Dupuis	do	13½	6 12	do	280 00
Orton and Railway Station	A. Douglas	Optional.	8	12 12	do	52 90
Orwell and Railway Station	W. Mooney	do	8	12 12	do	50 00
Oscella and Stafford	F. Sutherland	do	2½	6 7	do	129 00
Osgoode Station and Russell	R. B. Childerhouse.	Vehicle	2½	6 5	do	306 25
do	J. Drew	do	2½	6 12	do	231 32
Osgoode Station and West Winchester	J. Holmes	do	9	6 3	do	619 44
Odawa and Raglan	W. H. Thomas	do	9	6 9	do	72 50
do	do	do	9	6 9	do	270 00



51



## REPORT No. 2, A—Continued.

DETAIL of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1886.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
Perth and Westport.	A. Hoben.	Vehicle	22	2	9 months (to Dec. 31, 1885)	\$ 149 90
do	do	do	25 1/2	2	3 do from do	51 25
Petawawa and Railway Station.	S. Devine	Optional.	1 1/2	2	3 do	60 00
Peterboro' and Railway Stations.	J. Buller	Vehicle	1 1/2	60 & 31	12 do	593 37
Peterboro' and Warsaw	P. Kennedy	Horse or vehicle.	16	6	12 do	276 00
Petersburg and Roseville	G. Nadiger.	do	12	6	12 do	365 00
Petersburg and St. Agatha	J. Raiser	do	2	6	12 do	125 00
Petrolia and Railway Station.	P. Barclay	Optional.	4 1/2	24	12 do	100 00
Petrolia and Wilson Croft.	J. L. Wilson	do	4 1/2	2	12 do	75 00
Phelpston and Vigo.	D. Gallagher.	Horse or vehicle.	4 1/2	3	12 do	80 00
Picton and Railway Station.	McCaw & Williams	Optional.	17	18	12 do	204 00
Picton and Solmesville.	H. Goodwin	Vehicle.	17	6	12 do	349 00
Picton and West Lake	J. Hicks	Horse or vehicle.	8	3	12 do	54 48
Pike Creek and Tecumseh.	E. Nautais	Optional.	2	2	9 do	30 00
do	G. Bedell.	do	2	2	2 do	6 67
do	do	do	2	2	1 do from do	5 00
Pinedale and Wick.	H. Ferguson	do	4	2	12 do	65 00
Pine Grove and Woodbridge	R. S. Haslan	do	1 1/2	6	12 do	50 00
Pinkerton and Railway Station	J. Pinkerton	Horse or vehicle.	2	6	12 do	120 00
Point Alexander and Railway Station.	J. McAnulty	Optional.	6	3	12 do	78 00
Pointe aux Pins and Sault Ste. Marie.	H. Wood	Horse or vehicle	9	1	12 do	55 00
Point Edward and Sarnia.	T. Symington.	Vehicle	2	6	12 do	156 50
Point Mameinse and Sault Ste. Marie	W. W. Stuart.	Optional.	60	1	14 days (to April 14, 1885)	11 53
Pomona and Priceville.	D. Black	Horse or vehicle.	5	2	12 months	70 00
Pond Mills and Wilton Grove.	J. Gilmore	Optional.	3	3	12 do	45 00
Pontypool and Railway Station.	T. H. Williamson.	do	1 1/2	6	7 do from do	23 33
do	do	do	1 1/2	12	5 do	33 33
Poplar Grove and Rydal Bank	W. R. Smyth	do	13	1	12 do	104 00
Portage du Fort and Ross.	M. McLaren	Horse or vehicle	3	3	12 do	70 00
Port Arthur and Rabbit Mountain	O. Hopkins.	Vehicle	26	1	3 do (from Jan. 1, 1886)	50 00
Port Arthur and Railway Station.	F. Jones	Optional.	4 1/2	6	1 do (to April 30, 1885)	19 50
do	do	do	4 1/2	6	1 do (to June 30, 1885)	45 00
do	do	do	4 1/2	6 & 12	2 do from do	234 00
Port Arthur and Silver Islet	F. S. Wiley.	do	25 & 60	6 & 12	9 do from do	234 00
Port Burwell and Port Rowan.	J. Livingstone.	do	25 & 60	6	Balance of season, 1884-85.	30 00
	H. Aker.	Vehicle	18	6	12 months	475 00

Port Cockburn and Trout Lake	H. Fraser.	Optional.	4	24 & 12	2	Part of seasons, 1884-85 & 1885-86.	25 00
Port Colborne and Railway Station.	W. Lewis	do	16	6	12 months	1885-86	148 96
Port Credit and Railway Station.	J. Hamilton	do	3	6	6 do	(from Oct. 1, 1885)	23 40
Port Dalhousie and Railway Station.	F. W. Smith	do	24	12	do		120 00
Port Dover and Railway Stations	B. Ryans.	On foot	18	12	do		80 00
Port Dover and Victor.	W. R. Reid.	Horse or vehicle.	3	3	do	(from Jan. 1, 1886)	17 50
Port Elgin and Railway Station	M. F. Eby	Optional.	24	10	do	(to Jan. 31, 1886)	100 00
do	J. Bowes	do	18	2	do	from do	16 00
Port Elgin and Tara.	G. H. Tomlinson	do	6	6	do	(to Sept. 30, 1885)	197 00
do	T. Johnston	do	16	6	do	from do	186 00
Port Finlay and Richard's Landing	M. McLennan	do	2	2	Season, 1885		40 50
Port Franks and Theford	A. Kimmerly	do	6	12 months	3		125 00
Port Hope and Railway Station	C. R. Adamson	Vehicle	36	3	do	(to June 30, 1885)	67 50
do	do	do	36	9	do	from do	150 00
Port Hope and Street Letter Boxes	J. Caldwell	Optional.	12	12	do		200 00
Port Maitland and Stromness.	H. E. Siddall	do	4	3	do		70 00
Port Perry and Railway Station.	J. Cook	Vehicle	2	3	do	(to June 30, 1885)	35 62
do	W. M. Jamieson	do	18	3	do	from do	55 50
Port Perry and Scugog.	E. Wallace	do	7	2	do		79 00
Port Perry and Shirley	T. Espin	Horse or vehicle.	5	12	do		60 00
Port Perry and Uxbridge	J. Twoby	Vehicle	13	6	do		390 00
Port Robinson and Railway Station.	W. Buckner	On foot.	24	12	do		150 00
Port Rowan and Rowan Mills	S. Bressan	Optional.	2	12	do		65 00
Port Rowan and Simcoe.	L. W. Fick	Vehicle	21	6	do		390 00
Port Ryerse and Simcoe.	L. Bates	do	6	3	do	(to June 30, 1885)	42 50
do	P. McCoy	do	6	3	do	from do	104 25
Port Severn and Waubashene.	J. Scott	Optional.	5	3	do		156 00
Port Stanley and Railway Station.	M. Payne	do	24	12	do		180 00
Port Sydney and Utterton.	H. G. Ladell	do	2	6	Part of seasons, 1884-85 & 1885-86		69 00
Prescott and Ogdensburg, U.S.	C. Plumb	Ferry or vehicle.	18	12 months	18		578 24
Prescott and Railway Station.	E. Leslie.	Vehicle.	18	12	do		140 85
Prescott-St. L. & O. Railway Station and G. T. Railway Station.	do	do	1	6	do		156 50
Prescott and Throoptown.	W. J. Reynolds	do	16	2	do		133 00
Preston and Strasburg.	J. Langton	Horse or vehicle.	7	6	do		312 00
Preston and Waterloo.	C. Kress	do	10	12	do		600 00
Primrose and Whitfield.	P. D. Henry	do	4	6	do		156 00
Prince Albert and Railway Station.	P. Hurd	Optional.	12	12	do		80 00
Purbrook and Uffington.	J. Crookford	do	6	2	do		50 00
Purple Grove and Ripley.	J. N. Logan	do	5	1	do		45 00
Pushinch and Railway Station.	H. Leslie.	do	5	12	do		40 00
Quinn and Railway Station	T. Grieve	do	5	2	do		75 00
Ratho and Railway Station	J. Morrow	On foot.	1	6	do		52 00
Ravenshoe and Railway Station.	R. Hancock	Vehicle.	4	12	do		150 00
Reaboro' and Railway Station.	J. Holbert	do	10	12	do		70 00
Read and Shannouville.	T. Earle	Horse or vehicle.	10	3	do	(to June 30, 1885) and extra trips	57 82



## REPORT No. 2, A—Continued.

DETAIL of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1886.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
Read and Shannonville.....	B. Gallery.....	Horse or vehicle.	10	3	2 months 23 dys. to June 20, 1885	\$ 30 00
do do.....	P. McKenny.....	do .....	10	6	9 do from do	168 75
Red Rock and Railway Station.....	N. Flanagan.....	Optional.....	10	6	5 do (from Nov. 1, 1885) ...	32 25
Red Rock and Vert Island.....	do .....	do .....	10	24	Season 1884-85 & part sea. 1885-86	81 50
Renfrew and C. P. Railway Stations .....	J. Smith.....	do .....	1	12	12 months.....	208 01
Renton and Railway Station.....	W. Renton.....	do .....	2	12	do .....	78 00
Renton and Tyrell .....	W. Blanchard.....	do .....	2	12	do .....	52 00
Renton Station and Railway Station.....	T. Wilkinson.....	On foot.....	18	6	do .....	46 95
Riceville and Vankleek Hill.....	S. Vogan.....	Horse or vehicle.	18	6	do (to Sept. 30, 1885).....	249 00
do do .....	T. Rowe.....	do .....	6	6	from do .....	193 50
Richard's Landing and Sea Gull.....	W. Young.....	do .....	6	1	do .....	55 00
Richmond Hill and Railway Station.....	W. R. Proctor.....	do .....	3	12	do .....	237 88
Richmond Hill and Toronto.....	J. Palmer.....	do .....	16	6	do .....	1 00
Richwood and Railway Station.....	W. Taylor.....	Optional.....	16	6	do .....	78 25
Ridgetown and Railway Station.....	L. S. Hancock.....	do .....	1	18	do .....	150 24
Ridgeway and Railway Station.....	R. Disher.....	Vehicle.....	1	12	do .....	100 00
Ridge way and Welland .....	J. Teal.....	On foot.....	19	12	do .....	66 75
do do .....	L. House.....	Vehicle .....	19	3	do (to June 30, 1885).....	186 00
Ripley and Railway Station.....	P. McInnes.....	do .....	12	3	from do .....	84 00
Ripley and Verdun.....	S. Irwin.....	Optional .....	5	12	do .....	50 00
Riverside and Toronto.....	H. Parry.....	Vehicle .....	14	2	do (from Oct. 1, 1885).....	62 50
Riverview and Railway Station.....	G. Doney.....	Optional .....	3	6	do (to June 30, 1885).....	12 50
do do .....	J. H. Peters.....	do .....	3	2	from do .....	36 00
Rob Roy and Southampton.....	J. Bannerman.....	do .....	6	1	do .....	45 00
Rockford and Railway Station.....	W. Lemon.....	Horse or vehicle.	4	6	do .....	240 00
Rockingham and Wingle .....	J. Wingle.....	do .....	14	1	do (to Aug. 31, 1885).....	40 83
Rockland and Railway Station.....	A. Campbell.....	Optional.....	14	6	do (to April 30, 1885).....	11 00
do do .....	do .....	do .....	20 yds.	6	from do .....	144 83
Rockliffe and Railway Station .....	W. H. McIntyre.....	do .....	3	11	do .....	10 00
Rockside and Salmonville .....	A. Sharp.....	Vehicle .....	3	6	do .....	69 00
Rodney and Railway Station.....	A. Humphrey.....	do .....	30 rods.	2	do .....	65 30
Rosemont and Shelburne .....	T. Henderson, jun.....	On foot.....	12	12	do .....	520 00
Rosseau and Rosseau Falls .....	P. Mutchenbacher.....	Vehicle.....	4	6	do .....	22 00
Rosseau and Shannon Hall .....	W. Fletcher.....	Optional .....	12	1	Part of seasons, 1884-85 & 1885-86	77 36
Rosstock and Sebringville.....	O. Schmidt.....	do .....	12	12	12 months .....	81 66
do do .....	do .....	do .....	12	2	do (to Jan. 31, 1886).....	81 66





## REPORT No. 2, A—Continued.

DETAIL of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1886.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						\$ cts.
Simcoe and Railway Stations	H. Hall	Vehicle	1 & 1/2	12	12 months	221 12
Skye and Railway Stations	D. McMillan	Horse or vehicle.	8	6	do	240 00
Smith's Falls and Railway Station	H. Carley	Optional	1	24	do	175 00
Smithville and Welland Port	J. Wilson	Vehicle	9	6	do	273 00
Snake River and Railway Station	J. Douglas	Optional	3 1/2	2	do	64 16
Solway and Walkerton	P. McIntyre	Vehicle	6 1/2	3	do	149 00
Sombra and Marine City, U.S.	P. Cattinach	Boat	2	3	do	36 00
Sombra and Thornyhurst	J. E. Featherston	Optional	8	2	do	185 00
Sonya and Wilkesport	N. Cornwall	Vehicle	8	6	do	60 00
South Indian and Railway Station	J. Campbell	Optional	1	12	do	50 00
South March and Railway Station	F. McLennan	do	15 1/2	6	do	166 67
South March and Sittsville	P. Orchard	do	18 1/2	6	do	230 42
South River and Uplands	W. Boucher	do	4 1/2	1	do	18 20
do	W. Adams	do	4 1/2	3	do	54 60
do	do	do	1 1/2	6	do	60 00
Spencerville and Railway Station	W. Spencer	do	2	3	do	52 00
Spring Arbor and Walsingham Centre	J. McKay	do	1 1/2	12	do	100 00
Springfield and Railway Station	L. Marshall	do	1 1/2	6	do	50 00
Springford and Railway Station	E. Meriam	do	3	3	do	150 00
do	T. McMeahan	do	3	6	do	130 00
Springville and Railway Station	M. Halloran	Horse or vehicle	7	6	do	37 50
Spry and Stoke's Bay	J. Shute	Optional	3	3	do	97 50
do	G. Myles	do	6	3	do	39 00
Stanleydale and Yearley's	G. S. Yearley	do	2 1/2	3	do	96 00
Stayner and Railway Station	J. H. McKeggie	do	6	24	do	27 50
Stayner and Sunnidale	A. Aneman	do	6	3	do	93 75
do	J. Sherrick	do	6	3	do	52 00
Stayner and Vandyack	J. Vanvack	do	13	1	do	82 60
Stevensville and Railway Station	C. Tytherleigh	Vehicle	120 yds.	12	do	60 00
Stirling and Railway Station	W. Gould	Optional	25 1/2	6	do	39 76
Sittsville and Railway Station	S. Mann	do	26	1	do	140 00
Stoke's Bay and Tobermory	M. Butchart	do	15 r. t.	3	do	111 00
do	J. A. Spera, jun.	Horse or vehicle.	15 r. t.	3	do	63 50
Stony Creek and Woodburn	J. Oowan	do	15 r. t.	3	do	58 24



Stony Lake and Warsaw .....	H. Bell .....	do .....	12	1	12	do	75 00
Stuville and Railway Station .....	J. Jennings .....	Optional .....	14	24	12	do	100 00
Strathlain and Woodstock .....	R. Latgdon .....	Vehicle .....	14	6	12	do	400 00
Stratford and Railway Station .....	J. Putland .....	do .....	14	48	12	do	356 82
Streetsville and Railway Station .....	S. Gill .....	do .....	14	24	3	do	32 06
do .....	do .....	do .....	14	30	8	do	84 91
Stromess and Railway Station .....	G. Latimer .....	Optional .....	2	12	12	do	125 20
Stroud and Railway Station .....	R. G. McCraw .....	do .....	1	12	12	do	120 00
Sturgeon Bay and Railway Station .....	P. Christie .....	do .....	1	12	3	do	15 60
do .....	J. Playfair .....	do .....	1	12	9	do	47 00
Sturgeon Falls and Railway Station .....	G. Gombs .....	do .....	1	6	10	do	25 00
do .....	J. Stuller .....	do .....	1	12	2	do	10 00
Sudbny and Railway Station .....	S. Fournier .....	do .....	1	24	12	do	65 80
Sunderland and Railway Station .....	N. Steffias .....	do .....	1	12	12	do	66 00
Sutton West and Railway Station .....	W. D. Townley .....	do .....	1	12	12	do	60 00
Sutton West and Vachell .....	H. McCalley .....	Vehicle .....	14	2	12	do	100 00
Sweaburg and Woodstock .....	W. Randall .....	Optional .....	6	3	12	do	79 00
Sylvan and Widder .....	do .....	do .....	3	6	12	do	130 00
Talbotville Royal and Tempo .....	J. Wait .....	do .....	3	2	12	do	55 00
Tara and Railway Station .....	G. H. Tomlinson .....	do .....	3	12	12	do	145 00
Tavistock and Railway Station .....	G. Matheson .....	do .....	3	12	12	do	50 00
Teeswater and Railway Station .....	W. Zinger .....	do .....	10	12	12	do	100 00
Teeswater and Wingham .....	W. Black .....	do .....	10	6	6	do	125 00
The Grove and Railway Station .....	T. A. Robinson .....	do .....	1	12	12	do	40 00
Thompsonville and Railway Station .....	J. S. Schmietendorf .....	do .....	1	12	12	do	109 80
Thornhill and Railway Station .....	W. T. Brown .....	Horse or vehicle .....	3	6	12	do	187 80
Thornhill and Toronto .....	do .....	Vehicle .....	12	6	12	do	249 00
do .....	J. Thompson .....	do .....	12	6	1	do	0 08
Thornton and Railway Station .....	W. A. Nixon .....	Optional .....	12	12	12	do	78 00
Thorold and Railway Station .....	J. Dale .....	Vehicle .....	12	24	12	do	187 80
Tilbury Centre and Railway Station .....	M. Hudson .....	Optional .....	12	12	12	do	96 00
Tilsburg and Railway Station .....	J. Ostrander .....	do .....	2	12	12	do	137 48
do .....	Becker & Pierce .....	do .....	1	12	12	do	125 00
Tioga and Railway Station .....	G. Fitzsimmons .....	do .....	1	12	12	do	45 00
Toronto and Railway Stations .....	J. Hendry .....	Vehicle .....	1 & 2	36, 24 & 30	12	do	1,950 49
Toronto and Street Letter Boxes .....	F. Johnston .....	do .....	1	As req	12	do	2,400 00
Tottenham and Railway Station .....	T. Chulds .....	Optional .....	3	12	12	do	45 00
Townsend Centre and Waterford .....	D. Kitchen .....	Horse or vehicle .....	3	3	12	do	90 00
Toy's Hill and Winchester Springs .....	R. J. Toye .....	do .....	3	3	3	do	30 00
do .....	J. B. McQuigg .....	do .....	3	18	3	do	15 00
Trenton and Railway Station .....	G. W. Smith .....	Vehicle .....	3	18	3	do	44 46
do .....	do .....	do .....	3	18	3	do	133 95
Trenton and Wooler .....	H. Sharp .....	do .....	9	6	12	do	175 00
Tufsville and Railway Station .....	S. Tufts .....	do .....	1	6	12	do	20 00
Tupperville and Railway Station .....	S. Sutor .....	do .....	1	6	12	do	53 21
Tuscarora and Railway Station .....	S. J. McKelvey .....	do .....	1	6	12	do	109 55
Tweed and Railway Station .....	W. J. Bowell .....	do .....	4	12 & 20	12	do	142 75
Tyconnell and Wallacetown .....	W. Hall .....	do .....	4	6	12	do	105 00



## REPORT No. 2, A—Continued.

DETAIL of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1886.

Name of Route	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						\$ cts.
Ufington and Vankoughnet .....	J. Meyers. ....	Vehicle .....	9	2	12 months	40 00
Ulthoff and Railway Station .....	J. Lynes .....	do .....	$\frac{1}{2}$	12	12 do	80 00
Underwood and Willow Creek .....	J. Hyde .....	do .....	$\frac{1}{2}$	1	12 do	45 00
Unionville and Railway Station .....	J. Webber .....	do .....	$\frac{1}{2}$	24	12 do	87 64
Uphill and Victoria Road .....	H. C. Stewart .....	do .....	12	3	12 do	156 00
Uphill and Railway Station .....	T. Mulvihill .....	do .....	$\frac{1}{2}$	24	12 do	180 00
Uptown and Railway Station .....	P. Connor .....	do .....	$\frac{1}{2}$	12	12 do	50 00
Utopia and Railway Station .....	N. K. Nesbitt .....	do .....	$\frac{1}{2}$	3	12 do	100 00
Uttoreter and Wanstead .....	J. S. Kimmerly .....	do .....	$\frac{1}{2}$	24	12 do	90 00
Uxbridge and Railway Station .....	W. Bell .....	Optional .....	14 r. t.	3	12 do	156 00
Uxbridge and Victoria Corners .....						
Vandear and Woodstock .....	N. Schooley .....	Vehicle .....	9	3	12 do	115 00
Vankleek Hill and Railway Station .....	F. Lawlor .....	Boat or vehicle .....	12	6	12 do	626 00
Varnay and Railway Station .....	F. Eden .....	Optional .....	$\frac{1}{2}$	12	12 do	52 00
Vasey and Waverley .....	J. Fraser .....	do .....	4	3	12 do	100 00
Vasey and Railway Station .....	J. McAuley .....	Horse or vehicle .....	$\frac{1}{2}$	6	12 do	180 00
Ventnor and Railway Station .....	E. Johnston .....	do .....	6	2	12 do	100 00
Ventry and Railway Station .....	M. Valley .....	Optional .....	$\frac{1}{2}$	24	12 do	85 00
Victoria Harbor and Railway Station .....	M. M. McAlpine .....	On foot .....	$\frac{1}{2}$	6	12 do	40 69
Villa Nova and Railway Station .....	W. Weir .....	Horse or vehicle .....	2	12	12 do	74 88
Villiers and Railway Station .....	J. Campbell .....	Optional .....	$\frac{1}{2}$	12	3 do	13 00
Vine and Railway Station .....	V. P. Kealey .....	do .....	$\frac{1}{2}$	12	9 do	42 00
do .....	W. Howick .....	Vehicle .....	$\frac{1}{2}$	3	12 do	72 00
Victoria and Walsh .....	N. L. McCormack .....	Optional .....	4	12	12 do	60 00
Vivian and Railway Station .....						
Waldemar and Railway Station .....	J. Telbutt .....	do .....	$\frac{1}{2}$	12	12 do	80 00
Wales and Railway Station .....	W. J. Baker .....	do .....	$\frac{1}{2}$	12	12 do	62 60
Walker's and Railway Station .....	J. Greaves .....	do .....	1	12	12 do	30 00
Walkerton and Railway Station .....	A. McLean .....	Horse or vehicle .....	$\frac{1}{2}$	24 & 31	12 do	282 62
Walkerton and Wroxeter .....	T. Sage .....	Optional .....	24	6	12 do	483 00
Walkerville and Windsor .....	J. Bradley .....	do .....	2	12	3 do	25 00
do .....	J. Egan .....	do .....	2	12	9 do	90 00
Wallaceburg and Railway Station .....	J. Delorme .....	do .....	24	12	12 do	166 50
Wallacetown and Railway Station .....	C. McGregor .....	do .....	24	12	12 do	166 50
Waller and Harney's Crossing .....	P. Harney .....	do .....	$\frac{1}{2}$	2	3 do	6 25



## REPORT No. 2, A—Continued.

DETAIL of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1886.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						\$ cts.
Zephyr and Railway Station .....	J. N. Dafoe.....	Optional.....	3	6	9 months (to Dec. 31, 1886) .....	187 50
do .....	R. Marshall .....	do .....	3	6	3 do from do .....	39 75
Suspension Bridge Tolls .....	W. G. Swan, Supt. ....	.....	.....	.....	12 do .....	40 00
					Total .....	\$261,850 80

H. A. WICKSTEED,  
Accountant.A. CAMPBELL,  
Postmaster-General.



## REPORT No. 2, A—Continued.

DETAIL of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1886.  
CONVEYANCE OF MAILS BY STEAMBOATS AND SAILING VESSELS.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
Burk's Falls and Magnetawan.....	R. H. Menzies .....	25	3	Season, 1885 (see land service).....	\$ cts. 58 50
Byng Inlet and Waubesaene .....	C. Duffy.....	120	2	do .....	400 00
Callander, Nipissing and Sturgeon Falls, &c. ....	Muskoka and Nipissing Navigation Co. ....	53	3	do .....	532 00
Deseronto and Picton.....	Deseronto Navigation Co. ....	17	6 & 12	do (see land service).....	1,165 45
French River and Midland.....	Ontario Lumber Co .....	130	1	Part of season, 1885.....	70 00
Gananoque and Clayton, U.S.....	Thousand Island Railway Co.....	10	6	Season, 1885 (and arrears).....	220 00
Gravenhurst and Port Cockburn, Rosseau, &c.....	Muskoka and Nipissing Navigation Co. ....	25 & 54	6, 2 & 3	do .....	2,470 50
Kingston and Cape Vincent, U.S .....	H. Folger .....	11	6	12 months .....	1,350 00
Kingston and Thousand Island Park .....	do .....	24	6	Seasons, 1884 and 1885.....	400 00
Kingsville and Pelee Island.....	T. R. Lidwell.....	20	1	6 months (see land service).....	287 50
Lindsay and Sturgeon Point.....	G. Crandell .....	12	6	do do .....	75 00
Niagara and Toronto.....	Niagara Navigation Co.....	36	6	Season, 1885.....	549 00
Port Hope and Charlotte, U.S.....	O. F. Gildersleeve.....	60	6	do .....	516 65
				Total.....	\$8,094 60

A. CAMPBELL,  
Postmaster-General.

H. A. WICKSTEED,  
Accountant.

**REPORT No. 2, A—Continued.**  
**DETAIL of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1886.**  
**CONVEYANCE OF MAILS BY RAILWAYS.**

Name of Railway.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
				\$ cts.
Bay of Quinté Railway and Navigation Co. ....	4	18	12 months (to March 31, 1886) .....	730 00
Canada Atlantic Railway .....	79	12	do (to May 31, 1886) .....	5,590 04
Canada Southern Railway .....	331½	6	do (to March 31, 1886) .....	30,500 68
Canadian Pacific Railway (main line within Ontario) .....	1,170½	With varying fre-	do .....	43,404 34
Canadian Pacific Railway (Barrie Division) .....	122	quency, over differ-	do .....	8,238 16
Canadian Pacific Railway (Ottawa Division) .....	110½	ent sections of the	do .....	8,573 59
Canadian Pacific Railway (Toronto Division) .....	640	line.	do .....	35,187 26
Central Ontario Railway .....	32	6	do .....	1,884 26
Erie and Huron Railway .....	36	6	do .....	2,704 32
Grand Trunk Railway (main line within Ontario) .....	478½	With such frequency	do .....	101,500 00
Grand Trunk Railway (Barrie Division) .....	312½	as may be required	do .....	16,043 11
Grand Trunk Railway (Kingston Division) .....	90½	by the Post Office,	do .....	4,525 98
Grand Trunk Railway (London Division) .....	746½	from the trains run.	do .....	69,361 88
Grand Trunk Railway (Toronto Division) .....	443	6	do .....	31,418 85
Kingston and Pembroke Railway .....	104	12	do .....	7,019 11
Napanee, Tamworth and Quebec Railway .....	281½	12	do .....	2,889 76
Northern and North-Western Railway .....	382½	12	do .....	27,984 35
Thousand Island Railway .....	2	3	do .....	730 00
				\$398,315 69

**A. CAMPBELL,**  
*Postmaster-General.*

**H. A. WICKSTEED,**  
*Accountant.*

**REPORT NO. 2, A—Concluded**—Detail of all payments for making and repairing Mail Bags, Mail Locks, &c., in Ontario, made within the Year ended 30th June, 1886.

Tradesmen's Names.	Particulars of Disbursements.	Amount.	
		\$	cts.
S. & H. Borbridge .....	Mail bags, labels, &c., for Post Office Department....	1,883	80
R. S. Montgomery .....	Mail bags, rivet-seals, &c., do .....	2,563	52
Canada Cotton Manufacturing Co.	Mail bags for Post Office Department .....	3	72
G. Bailey .....	Brass mail locks for do .....	35	50
Pritchard & Mingard .....	Mail bag labels for do .....	227	56
Canada Cotton Manufacturing Co.	Mail bags for Post Office Inspector, Barrie.....	15	50
do do .....	do do Kingston..	27	00
L. W. Shannon .....	Stencilling mail bags for do do ..	8	75
G. Bailey .....	Repairing mail locks for do do ..	7	50
Loughrey & Taekaberry.....	Mail bag labels and repairs for do London....	121	82
T. Thompson.....	Mail bags do do Toronto ...	1,367	54
E. Chanteloup .....	Brass mail locks for do do ..	29	00
J. & E. H. Roberts.....	Repairing mail locks for do do ..	82	50
T. Hill & Son.....	Stencilling mail bags for do do ..	18	20
H. McCaffrey .....	Repairing mail bags for Postmaster, Bagot.....	1	20
W. H. McCallum.....	do do do .....	0	15
F. Dirtring .....	do do Carthage....	1	50
J. R. Davey .....	do do Cornwall ...	5	20
W. Dynes, P.M.....	To pay for repairing mail bag for do Granger .....	0	35
J. Philp & Son.....	Repairing mail bags for do Hamilton....	6	90
E. Godfrey .....	Repairing mail bag for do Nobleton....	0	25
E. Chanteloup.....	Brass mail locks and keys for do Ottawa.....	123	00
G. Bailey .....	Repairing mail locks for do do .....	18	75
E. Chanteloup.....	Brass mail locks for do Toronto .....	812	25
T. Thompson .....	Repairing mail bags, &c., for do do .....	404	36
T. Barker.....	do do Walter's Falls	0	50
A. Makeague .....	do do Wellandport..	0	50
Total .....		\$7,766	82

A. CAMPBELL,  
Postmaster-General.

H. A. WICKSTEED,  
Accountant.



## PROVINCE OF QUEBEC.

## REPORT No. 2, B.

DETAIL of all payments for Mail Transportation in Quebec, made within the Year ended 30th June, 1886.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						\$ cts.
Abbotsford, Granby and Milton.....	P. Page.....	Vehicle.....	9	6	3 months (to June 30, 1885).....	160 00
Abbotsford and Railway Station.....	D. Sharkey.....	do.....	$\frac{1}{2}$	12	do from do.....	45 00
Abercorn and Railway Station.....	E. R. Shepard.....	Optional.....	$\frac{1}{2}$	12	do.....	75 00
Action Vale and Railway Station.....	S. Eastern Ry. Co. ....	do.....	$\frac{1}{2}$	12	do.....	40 00
Action Vale and St. Théodore d'Acton.....	A. Laplante.....	Vehicle.....	4	6	do.....	100 00
Adamsville and Brigham.....	D. Lavoie.....	do.....	4	6	do.....	140 00
Addenley and St. Pierre Baptiste.....	P. A. Drolet.....	Horse or vehicle.....	3	3	do.....	45 00
Adstock and St. Eparcem de Tring.....	G. Rodrigue.....	do.....	9	1	do.....	25 00
do.....	do.....	do.....	9	1	do.....	19 86
Agnes and Nadeau's Crossing.....	P. Roy.....	Vehicle.....	$4\frac{1}{2}$	1	(to Sept. 30, 1885).....	18 75
Agnes and Railway Station.....	J. S. Wilson.....	Optional.....	$4\frac{1}{2}$	12	from do (from July 1, 1885).....	36 00
Agnes and Three Lakes.....	W. H. Flint.....	do.....	10	1	do.....	40 00
Aird, Clarenceville and Miranda.....	M. Burwort.....	Vehicle.....	6 & 4	3	do.....	96 00
Allan's Corners and Cairnside.....	do.....	do.....	4	2	do.....	52 00
Allan's Corners and Railway Station.....	J. Bryson.....	do.....	1	6	do.....	20 00
Allard Settlement and Nouvelle.....	T. Keays.....	Horse or vehicle.....	3	1	do.....	20 00
Allumette Island and Pembroke.....	J. J. Maguire.....	Vehicle.....	2	1	(to July 31, 1885).....	11 67
do.....	do.....	do.....	2	2	from do.....	46 66
Amqui and Railway Station.....	A. Grant.....	On foot.....	60 yds.	6	do.....	24 00
Ancienne Lorette and Railway Station.....	L. Dufresne.....	do.....	400 yds.	12	do.....	80 00
Ancienne Lorette and Sub-Office.....	G. Dufresne.....	Foot or vehicle.....	3	6	do.....	60 00
Anderson's Corners and Dewitville.....	J. Anderson.....	Horse or vehicle.....	4	2	do.....	60 00
Ange Gardien de Rouville and Farnham.....	W. Gilmore.....	Vehicle.....	5	6	do.....	31 00
Ange Gardien de Rouville and Railway Station.....	P. Lajoie.....	Optional.....	$\frac{1}{2}$	12	(to June 30, 1885).....	37 50
Angeline and St. Alphonsse de Granby.....	O. Boisvert.....	Vehicle.....	4	3	from do.....	78 00
Angers and Railway Station.....	L. Moncion.....	Optional.....	$\frac{1}{2}$	6	do.....	60 00
Angesley and North Ouslow.....	P. Boon.....	Vehicle.....	4	1	do.....	25 00
Antoinette and Lost River.....	do.....	do.....	22	2	do.....	160 00
Antoinette and St. Jovite.....	J. Belanger.....	do.....	15	3	do.....	58 00
Armagnac and St. Raphaël.....	G. Bourassa.....	do.....	8	6	do.....	88 00
Arthabaskaville and Chester.....	do.....	do.....	6 & 2 $\frac{1}{2}$	12	do.....	192 00
Arthabaskaville, Victoriaville and Railway Station.....	do.....	do.....	6 & 2 $\frac{1}{2}$	6 & 12	do.....	90 00

Arthabaskville and Victoriaville.....	do	O. Sinclair.....	do	Optional.....	12	12	do	90 00
Arundel and Rockaway Valley.....	do	A. Stacey.....	do	do.....	1	12	do	30 00
Ascot Corner and Railway Station.....	do	J. P. Woodrow.....	do	Vehicle.....	12	12	do	50 00
Ascot Corner and Westbury.....	do	A. Onelle.....	do	do.....	3	12	do	50 00
Aston Station and Railway Station.....	do	N. Doucette.....	do	Horse or vehicle.....	6	12	do	20 00
Aston Station and St. Leonard.....	do	R. Rowe.....	do	Vehicle.....	3	12	do	198 00
Athelstan and Powerscourt.....	do	P. C. McGinnis.....	do	do.....	3	9	do	12 25
do	do	W. M. Poyer.....	do	Horse or vehicle.....	3	9	do	36 75
Albert Gallion and St. George, Beauce.....	do	A. Gallant.....	do	Optional.....	6	12	do	25 00
Avignon and Matapédia.....	do	J. McCallum.....	do	do.....	3	1	do	6 00
Avoys and Pointe au Chêne.....	do	J. McCallum.....	do	Horse or vehicle.....	6	11	do	132 00
Ayer's Flat and Kingscroft.....	do	G. M. Hunt.....	do	Vehicle.....	3	12	do	108 00
Ayer's Flat and Railway Station.....	do	H. G. Ayer.....	do	On foot.....	12	12	do	52 00
Aylmer and Ottawa.....	do	G. H. O'Reilly.....	do	Vehicle.....	12	12	do	40 00
Aylmer and Portage du Fort.....	do	J. Wyman.....	do	do.....	2	12	do	600 00
Aylmer and Railway Station.....	do	A. M. Holt.....	do	do.....	6	12	do	1,342 00
Bagotville and Chicoutimi.....	do	E. Lévesque.....	do	do.....	6	12	do	50 00
Bagotville and Grande Bale.....	do	H. Mailoux.....	do	do.....	As req.	Season, 1885.....	do	78 50
Bagotville and Wharf.....	do	E. Lévesque.....	do	do.....	As req.	do.....	do	38 00
Bailargeon and Railway Station.....	do	B. Huet.....	do	Optional.....	3	12 months.....	do	20 00
Baldwin's Mills and Barnston.....	do	W. K. Baldwin.....	do	Vehicle.....	3	9	do	40 00
do	do	do	do	do.....	2	3	do	41 00
Bassin du Lièvre and Buckingham Railway Station.....	do	F. H. Nanaville.....	do	Optional.....	3	3	do	21 00
Batiscan and Railway Station.....	do	T. Laguerre.....	do	Vehicle.....	6	12	do	45 00
Batiscan and St. Pierre les Becquets.....	do	G. A. Magay.....	do	Boat.....	1	12	do	72 00
Beauce Junction and Jersey Mills.....	do	T. Lessard.....	do	Vehicle.....	6	12	do	180 00
Beauce Junction and Railway Station.....	do	V. Bilodeau.....	do	Optional.....	6	12	do	515 00
Beauharnois and Caughnawaga.....	do	O. Duquette.....	do	Vehicle.....	12	12	do	25 00
Beauharnois and Laberge.....	do	O. Primeau.....	do	do.....	6	12	do	345 00
Beauharnois and St. Louis de Gonzague.....	do	B. Paré.....	do	do.....	2	12	do	50 00
Beauharnois and Valleyfield.....	do	E. Rapin.....	do	do.....	6	12	do	198 00
Beauvé and St. Féréol.....	do	F. Michel.....	do	Horse or vehicle.....	6	12	do	220 00
Beaurivage and Parkhurst.....	do	J. Machell.....	do	Optional.....	3	12	do	60 00
Beauvoir and Ste. Marthe.....	do	M. Bester.....	do	Vehicle.....	6	12	do	58 00
Béancour and Railway Station.....	do	S. Charron.....	do	do.....	3	7	do	29 16
Béancour and Ste. Gertrude.....	do	N. Champoux.....	do	do.....	6	12	do	300 00
Béancour Station and Ste. Julie de Somerset.....	do	D. Johnston.....	do	do.....	6	12	do	290 00
Bedford and Pearson.....	do	J. Briggs.....	do	do.....	12	12	do	48 00
Beebe Plain and Railway Station.....	do	G. H. McClintock.....	do	On foot.....	6	12	do	210 00
Bell Mount and Otter Lake.....	do	G. Palmer.....	do	Horse or vehicle.....	12	12	do	75 00
Belleville and St. Hilaire Station.....	do	P. Aubier.....	do	Optional.....	1	12	do	30 00
do	do	do	do	do.....	12	9	do	97 50
Bennett and Maple Grove.....	do	J. Bennett.....	do	Vehicle.....	12	3	do	37 50
Bergerville and Quebec.....	do	J. Drolet.....	do	do.....	3	3	do	30 00
Bersimis and Mosie.....	do	Girouard & Beaudet.....	do	On foot.....	4 per sea.....	Seasons, 1884-85 and 1885-86.....	do	80 00
Bersimis and Sault au Cochon.....	do	J. Miller.....	do	Optional.....	2	3 months (to June 30, 1885).....	do	1,800 00
do	do	S. Millet.....	do	do.....	2	9	do	137 50
do	do	do	do	do.....	2	9	do	412 50



## REPORT No. 2, B—Continued.

DETAIL of all payments for Mail Transportation in Quebec, made within the Year ended 30th June, 1886.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						\$ cts.
Berthier ( <i>en bus</i> ) and Railway Station .....	V. Guillemette.....	Optional .....	24	12	12 months	78 00
Berthier ( <i>en haut</i> ) and Isle Dupas.....	P. Moreau .....	do .....	24	3	12 do	48 00
Berthier ( <i>en haut</i> ) and Railway Station .....	F. Plante .....	do .....	24	12	12 do	150 00
Berthier and Sorel.....	S. Valois.....	do .....	5	7 w, 14 s.	12 do	444 00
Bethel and South Durham .....	W. Bartlett.....	Vehicle.....	6	2	12 do	60 00
Bic and Railway Station .....	J. R. Colclough ..	Optional ..	10 yds.	12	12 do	23 29
Birchton and Railway Station .....	J. A. McNeight.....	Vehicle .....	10	12	12 do	26 00
Birchton and Sand Hill .....	D. M. Gaswell.....	Horse or vehicle.	4	3	12 do	54 00
Birchton and Sawyerville .....	L. Munn .....	Vehicle .....	6	6	12 do	260 00
Bishop's Crossing and East Dudswell.....	H. R. Bishop .....	Vehicle .....	3	2	6 do	20 00
Bishop's Crossing and Railway Station .....	J. McFaddin .....	do .....	60 yds.	12	3 do	5 00
Bisson and Railway Station .....	F. Hamaune .....	Optional.....	350 yds.	12	12 do	40 00
Bisson and Saints Anges.....	F. Grenier .....	do .....	6	2	12 do	135 00
Blanche and Mayo .....	O. Conroy .....	Horse or vehicle.	8	2	12 do	50 00
Blanche and Thurso .....	do .....	do .....	18	1	12 do	50 00
Blanchet and St. Lambert.....	J. Pâquet .....	Optional .....	9	1	12 do	20 00
Blanford and Stanfold .....	A. Richard .....	Vehicle.....	9	1	12 do	40 00
do .....	do .....	do .....	9	2	7 do	43 23
Boileau and Rivington .....	P. Boileau.....	Horse or vehicle.	14	1	12 do	70 00
Boileau and St. Remi d'Amherst.....	E. Thomas .....	Optional ..	10	1	12 do	55 00
Bois de Filion and St. Thérèse de Blainville.....	O. Chapleau .....	Vehicle.....	4	2	9 do	30 00
Bolton Centre, Knowlton and Knowlton Landing ..	J. Poulin .....	do .....	9	6	12 do	550 00
Bolton Forest and Railway Station .....	J. Channell .....	do .....	1	6	12 do	26 00
Bonaventure Island and Percé .....	P. Bossy .....	Optional ..	1	3	12 do	60 00
Booth and Dumoine .....	G. Picard .....	Foot or vehicle	46	1	12 do	300 00
Bordeaux and Railway Station .....	J. Lafrenière .....	On foot.....	8	12	12 do	10 00
Boscobel and Roxton Falls .....	W. Hackwell .....	Horse or vehicle.	44	1	12 do	30 00
Boscobel and Orunstown .....	O. Bergevin .....	Vehicle.....	44	2	12 do	42 00
Boutreaux and Orunstown .....	J. Rondeau .....	Optional ..	44	3	12 do	72 00
Boulogne and St. Eugene de Grantham .....	P. Russell .....	Vehicle.....	3	6	12 do	75 00
Bourg Louis and Railway Station .....	J. Frosbie .....	Optional ..	2	6	12 do	25 00
Boynton and Railway Station .....	P. E. O'Connor.....	Foot or vehicle.	2	6	9 do	63 75
Brigham and Farnham Centre.....	do .....	do .....	2	6	3 do	20 00
do .....	do .....	do .....	2	12	12 do	48 00
Brigham and Railway Station.....	A. S. Newell .....	Optional.....	4	3	12 do	48 00
Bristol and Caldwell.....	R. Horner .....	do .....	4	3	12 do	48 00



Bristol and Maple Ridge .....	W. Creighton .....	Vehicle .....	5	6 12	do	168 00
Britannia Mills and Railway Station .....	H. Guilbert .....	On foot .....	60 yds.	12 12	do	20 00
Britonville and St. Sauveur .....	G. Hamilton .....	Horse or vehicle .....	8	3 12	do	100 00
Brome and Railway Station .....	H. H. Smith .....	Optional .....	3	6 3	do	15 00
do .....	E. S. Chapman .....	do .....	4	6 9	do	45 00
Brompton and Brompton Falls .....	H. Addison .....	Horse or vehicle .....	4	3 12	do	80 00
Brookbury and Robinson .....	R. Rowe .....	Vehicle .....	6	2 12	do	48 00
Brookdale and Montebello .....	L. Ether .....	Horse or vehicle .....	16	1 10	do	86 67
Broughton and Railway Station .....	J. Stewart .....	do .....	3	3 12	do	45 00
Broughton Station and East Broughton .....	L. Beaudoin .....	Vehicle .....	5 1/2	6 9	do	112 50
Broughton Station and Railway Station .....	J. McGee .....	Horse or vehicle .....	50 yds.	12 12	do	24 00
Broughton Station and West Broughton .....	N. Rousseau .....	Vehicle .....	6 1/2	6 6	do	70 00
Brownburg and Mount Maple .....	J. Warwick .....	do .....	2 1/2	1 12	do	24 00
Buckingham and High Rock .....	C. W. Pearson .....	Boat or vehicle .....	19	6 9	do	375 00
do .....	do .....	do .....	21	6 3	do	137 50
Buckingham and Railway Station .....	do .....	Vehicle .....	3	12 12	do	97 00
Buckland and St. Lazare .....	L. Laflamme .....	Horse or vehicle .....	15	3 12	do	140 00
Buckland and St. Magloire .....	P. Tangway .....	Vehicle .....	18	3 12	do	177 00
Bulwer and Railway Station .....	A. Sanborn .....	Optional .....	3 1/2	12 12	do	20 00
Burnside and St. Hermas Station .....	J. Wood .....	do .....	3	3 12	do	56 00
Cacouna and Railway Station (via St. Arsène) .....	J. B. Beaulieu .....	do .....	5	12 12	do	250 00
Cacouna and Railway Station .....	J. E. Cahill .....	do .....	2 1/2	12 3	do	36 74
Calumet Island and Collfield .....	C. Barsalon .....	Vehicle .....	1 1/2	12 12	do	120 00
Calumet Island and Dunsaven .....	do .....	do .....	5	2 4	do	17 33
do .....	do .....	do .....	5	3 8	do	52 00
Campbellton and Paspébiac .....	A. Cyr .....	do .....	88	6 12	do	3,880 00
Canterbury and Scottstown .....	R. Groom .....	do .....	4	2 12	do	42 00
Canterbury and Kirk's Ferry .....	M. Reid .....	Optional .....	3	3 9	do	56 25
do .....	do .....	do .....	3	3 3	do	21 25
Canterbury and Lucerne .....	R. Blackburn .....	do .....	19	1 12	do	100 00
Cap à l'Aigle and Murray Bay .....	A. Desbiens .....	Vehicle .....	3	6	Season, 1885	33 00
Cape Cove and Wharf .....	J. Savage .....	Optional .....	3	As req.	do	46 00
Capelon and Railway Station .....	C. H. Crisp .....	On foot .....	1 1/2	12 3 months (to June 30, 1885)	do	10 00
Cap Magdeleine and Railway Station .....	C. O. Toupin .....	Optional .....	5	12 12	do	180 00
Cap Rouge and Quebec .....	J. Drolet .....	Stage .....	9	6 12	do	199 00
Cap St. Ignace and Railway Station .....	C. Larue .....	Optional .....	1 1/2	12 12	do	90 00
Cap Santé and Les Ecureuils .....	P. Pagé .....	Vehicle .....	4 1/2	6 12	do	150 00
Cap Santé and Portneuf .....	E. Marcotte .....	do .....	5	6 12	do	150 00
Carillon and Lachine .....	M. Lampeau .....	do .....	10 1/2	6 12	do	247 00
Carillon and Pointe Fortune .....	J. Larocque .....	Boat .....	1	6 & 12 Season, 1885	do	40 80
Carillon and Vaudreuil Station .....	D. Rochon .....	Vehicle .....	25 1/2	Part of seasons, 1884-85 & 1885-86	do	683 75
Casault and Wharf .....	J. O. Fletcher .....	do .....	2	12 Season, 1885	do	38 00
Casault and Railway Station .....	J. Ouellet .....	Optional .....	2	3 12 months	do	40 00
Castelbar and Danville .....	G. W. Barlow .....	do .....	5	6 12	do	135 00
Caughnawaga and Wharf .....	A. de Lorimer .....	Vehicle .....	3 1/2	12 12	do	88 00
Causapscal and Railway Station .....	A. Blais .....	On foot .....	250 yds.	12 12	do	50 00
Cedar Hall and Railway Station .....	J. Smith .....	Optional .....	60 yds.	6 12	do	12 00

## REPORT No. 2, B--Continued.

DETAIL of all payments for Mail Transportation in Quebec, made within the Year ended 30th June, 1886.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
Cedars and St. Dominique Station do	B. Hurteau .....	Vehicle .....	4½	6	5 months (to Aug. 31, 1885) from do	\$ 66 68
Chambly Basin and Railway Station. Chambly Canton and Railway Station.	G. Bessonnette .....	do .....	4½	6	7 do	93 10
Champlain and Railway Station.	C. E. Mayrand .....	Optional. ....	4½	12	12 do	80 00
Champlain and Vincennes .....	J. Hackett. ....	do .....	4½	12	12 do	80 00
Channay and Piopolis .....	J. Abel. ....	Vehicle .....	2	12	12 do	90 00
Chantelle and Rawdon .....	M. Dessureault .....	Optional. ....	5	3	12 do	100 00
do	F. Poulin. ....	do .....	9	1	12 do	50 00
Chapau, Pembroke and Fort William. Charlemagne and L'Assomption.	D. Morin .....	Vehicle .....	17	3	6 do	102 00
do	A. Morin .....	do .....	22	6 & 3	12 do	105 00
Charlemagne and Montreal .....	A. S. Maloney .....	do .....	9	6	12 do	499 00
Charlesbourg and Quebec .....	J. Belhumeur. ....	do .....	15	6	12 do	250 00
do	M. Archambeault .....	do .....	5	2	9 do	400 00
Chartierville and La Patrie .....	E. Lefebvre. ....	do .....	9	2	3 do	45 00
Chatboro' and St. Philippe .....	do .....	do .....	9	2	12 do	20 00
Chateaugay Basin and Montreal .....	W. Douglas .....	do .....	2½	3	12 do	75 00
Châtillon and St. Zéphin .....	O. Duquette .....	Optional. ....	5½	3	Special trip .....	39 00
Chaudière Curve and Railway Station. Chaudière Mills and Railway Station.	A. Ostenguy .....	Vehicle .....	30 yds.	12	12 months .....	1 00
Chaudière Station and Railway Station. do	A. Lemieux .....	do .....	3½	12	do	64 00
Chamont and St. Agapit. Chelsea and Old Chelsea .....	do .....	Horse or vehicle. On foot. ....	300 yds. 300 yds.	6	9 do	20 00
Chemin Taché and St. Cyprien .....	A. McTeer. ....	do .....	3	12	do	100 00
Chemin Taché and St. François Xavier de Viger. Cherry River and Magog .....	G. Dallaire. ....	Optional. ....	3	6	3 do	26 25
Chicoutimi and North Ham. ....	E. T. Pâquet .....	do .....	1½	3	12 do	8 75
Chicoutimi and Fort Coulonge .....	H. W. Edmonds .....	Horse or vehicle. do .....	6	6	12 do	40 00
Chicoutimi and Grande Baie. ....	G. Dallaire. ....	do .....	6	1	9 do	50 00
Chicoutimi and Labarre. ....	A. McTeer. ....	Optional. ....	6	2	12 do	26 25
Chicoutimi and Latornière. ....	O. Tremblay .....	Horse or vehicle. Vehicle .....	4	1	3 do	8 75
do	R. A. Buzzell. ....	do .....	21	2	12 do	60 00
Chicoutimi and Metabetchouan. ....	J. G. Poupore .....	do .....	16	2	2 do	75 00
do	E. Girard .....	Optional. ....	40	6	6 do	149 00
do	P. Blackburn .....	Vehicle .....	10	3	2 do	345 00
do	do .....	do .....	10	6	10 do	27 00
do	J. B. Simard .....	do .....	57	6	6 do	382 00
do	do .....	do .....	57	6	6 do	26 00
do	do .....	do .....	57	6	6 do	196 66
do	do .....	do .....	57	6	6 do	637 50



Chicoutimi and Murray Bay River .....	A. Savoie .....	53	6	do	from	655 00
Chicoutimi and St. Paul's Bay .....	J. Duchesne .....	87	6 & 2	4 do	(broken period).....	502 67
Chicoutimi and Tremblay .....	J. Gauthier .....	2	6	3 do	(to June 30, 1885) .....	14 87
do .....	N. Laforge .....	2	6	9 do	from do .....	60 00
Chicoutimi and Wharf .....	F. Simard .....	15	As req.	12 months .....	Season, 1885 .....	56 25
Chute aux Iroquois and L'Annonciation .....	J. Demers .....	20	2	9 do	(to Dec. 31, 1885) .....	75 00
Chute aux Iroquois and St. Jovite .....	C. Renaud .....	20	2	3 do	from do .....	112 50
do .....	P. Maurice .....	7½	2	12 do	do .....	45 00
Clairvaux and St. Paul's Bay .....	E. Gauthier .....	13	6	12 do	do .....	72 00
Clapham and Inverness .....	J. Forbes .....	13	6	12 do	do .....	156 00
Clarenceville and Lacolle Railway Station .....	M. J. Burnot .....	4	3	12 do	do .....	240 00
Clarenceville and Wolf Ridge .....	do .....	4	3	11 do	(from May 1, 1885) .....	36 66
Coaticook and Canaan, U.S. ....	A. Trihey .....	19	2	12 do	do .....	180 00
Coaticook and North Coaticook .....	E. F. Tomkins .....	1½	12	12 do	do .....	50 00
Coaticook and Pâquette .....	T. Pâquette .....	23	2	12 do	do .....	300 00
Coaticook and Rock Island .....	C. N. Remick .....	19	6	12 do	do .....	475 00
Coleraine Station and Railway Station .....	J. Roberge .....	67 yds.	12	3 do	(to June 30, 1885) .....	7 50
do .....	do .....	67 yds.	12	9 do	from do .....	209 00
Coleraine Station and Sanborn .....	M. Hurley .....	14	3	12 do	do .....	96 00
Coleraine Station and Wolfstown .....	N. Roy .....	9	3	9 do	(from July 1, 1885) .....	53 10
Como and Oka .....	C. Chaurrette .....	1	6	Part of seasons, 1884-85 & 1885-86 .....	Season, 1885 .....	10 88
Como and Wharf .....	J. Hodgson .....	30	6	9 months (to Dec. 31, 1885) .....	from do .....	50 00
Compton and Martinville .....	F. Pierce .....	6	6	3 do	do .....	150 00
do .....	do .....	10	3	12 do	do .....	500 00
Compton and St. Edwidge .....	G. Boulay .....	18	6	12 do	do .....	225 00
Contrecoeur and Varennes .....	C. Hurteau .....	10	6	12 do	do .....	52 00
Cookshire and Island Brook .....	J. Miller .....	1½	12	12 do	(from Feb. 1, 1886) .....	16 00
Cookshire and Railway Station .....	S. J. Osgood .....	2	3	5 do	(to Aug. 31, 1885) .....	35 00
Cooper's Corners and La Guerre .....	T. Cooper .....	2	6	7 do	from do .....	200 00
Corbin and Frontier .....	A. Roberts .....	2	6	12 do	do .....	33 00
do .....	do .....	2	6	12 do	do .....	60 00
Coteau du Lac and Coteau Landing .....	O. Pharand .....	3	12	12 do	(from Oct. 1, 1885; see water service) .....	125 00
Coteau Landing and Railway Station .....	G. Gauthier .....	2	6	5 do	(from Sept. 1, 1885) .....	116 66
Coteau Landing and Ste. Zotique .....	O. Prieur .....	2½	6	12 do	(to Aug. 31, 1885) .....	167 08
Coteau Landing and Valleyfield .....	St. Francis Tow Boat Co. ....	6	12	6 do	do .....	52 00
Coteau Station and St. Olet .....	J. Lalonde .....	6	6	7 do	do .....	96 00
Coteau Station and Ste. Marthe .....	do .....	1½	6	5 do	do .....	52 00
Côte St. Louis and Mile End .....	M. Hotté .....	6½	12	12 do	do .....	96 00
Côte St. Michel and Montreal .....	T. Tassé .....	1	12	12 do	do .....	52 00
Côte St. Paul and Railway Station .....	E. Latour .....	2	12	6 do	(to Sept. 30, 1885) .....	48 00
Corey Hill and Vickers .....	W. Orr .....	2	12	6 do	from do .....	36 00
Cowanville and Railway Station .....	C. S. Browne .....	2½	3	12 do	(to Dec. 31, 1885) .....	442 50
do .....	J. E. O'Halloran .....	24	6	3 do	from do .....	147 50
Craig's Road Station and Fréchette .....	N. Fréchette .....	24	6	3 do	do .....	45 00
Craig's Road Station and St. Sylvester, East .....	D. Mooney .....	24	6	3 do	do .....	45 00
do .....	L. Demers .....	5	2	12 do	do .....	45 00
Cranbourne and Cuduff .....	W. Wilson .....	5	2	12 do	do .....	45 00



## REPORT No. 2, B—Continued.

DETAIL of all payments for Mail Transportation in Quebec, made within the Year ended 30th June, 1886.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						\$ cts.
Cranbourne and Frampton.....	V. Lacroix.....	Optional.....	8	2	12 months.....	80 00
Cross Point and Matapedia.....	C. Keane.....	do.....	.....	.....	Special trips.....	69 60
Cross Point and Ste. Anne de Restigouche.....	C. Guay.....	Vehicle.....	2	6	12 months.....	100 00
Cross Point and Sillarville.....	A. McDonald.....	Optional.....	10½	2	12 do.....	84 00
Cumberland Mills and River Gilbert.....	T. J. Taylor.....	do.....	8	1	12 do.....	50 00
Daleville and Edina.....	J. Tonnally.....	Vehicle.....	6	1	12 do.....	30 00
Dalesville and Lachute.....	P. McArthur.....	Horse or vehicle.....	6	6	12 do.....	180 00
Dalesville and Louisa.....	W. Watchorn.....	Vehicle.....	5	2	12 do.....	44 00
Dalhousie Mills and Peveril.....	A. Morrison.....	do.....	2	6	12 do.....	60 00
Dalling and South Ely.....	L. W. Weed.....	Optional.....	6	3	9 do.....	67 50
do.....	do.....	do.....	6	3	3 do.....	27 50
Danby and Railway Station.....	S. D. McGee.....	do.....	50 yds.	12	12 do.....	12 00
Danford Lake and Kamebaza.....	J. T. Barnes.....	do.....	9	2	12 do.....	90 00
Danford Lake and Otter Lake.....	R. T. Farrell.....	do.....	18	1	9 do.....	75 00
do.....	H. Heney.....	do.....	18	1	3 do.....	30 00
Danville and Railway Station.....	J. McManus.....	On foot.....	10	6	12 do.....	34 00
Danville and St. George de Windsor.....	J. Godbout.....	Horse or vehicle.....	24	3	12 do.....	120 00
Danville and South Ham.....	G. Goodenough.....	do.....	6½	3	12 do.....	399 00
D'Auteuil and Kingsey Falls.....	J. D. Morin.....	do.....	7	1	12 do.....	40 00
Denison's Mills and Richmond East.....	J. R. Denison.....	do.....	1½	2	12 do.....	125 00
Derby Line, Rock Island, Stanstead and Ry. Station.....	H. A. Channell.....	Vehicle.....	2½	12	12 do.....	180 00
Deschambault and Railway Station.....	O. Pereaute.....	do.....	100 yds.	12	12 do.....	59 00
Desjardins and Railway Station.....	A. Blondeau.....	Optional.....	3	12	12 do.....	20 00
Dewittville and Railway Station.....	F. P. Dufresne.....	Vehicle.....	120 yds.	3	12 do.....	75 00
Dillon and Eastman.....	J. E. Rheault.....	do.....	9	12	12 do.....	63 00
D'Israeli and Railway Station.....	O. Baldwin.....	Optional.....	2	12	12 do.....	32 00
Dixville and Railway Station.....	D. Beauchesne.....	Vehicle.....	12	2	12 do.....	60 00
Domaine de Gentilly and Gentilly.....	D. Descary.....	do.....	12	1	12 do.....	45 00
Dorval and Railway Station.....	J. Bush.....	Horse or vehicle.....	24	6	12 do.....	70 00
Doyle and Sheenboro'.....	J. Cussan.....	do.....	12	1	12 do.....	579 00
Drummondville and Melbourne.....	J. F. Picotin.....	On foot.....	5½	3	12 do.....	48 00
Drummondville and Railway Station.....	J. B. Janelle.....	Vehicle.....	15	2	12 do.....	84 00
Drummondville and St. Cyrille de Wendover.....	A. Duclos.....	Horse or vehicle.....	15	2	12 do.....	92 00

Dudswell Centre and East Dudswell.....	H. R. Bishop.....	do	4½	2	6	do	(to Sept. 30, 1885).....	21 00
Dudswell Centre and Railway Station.....	W. H. Lothrop.....	Vehicle.....	1	12	12	do	.....	160 00
Dudswell Centre and South Dudswell.....	E. F. Orr.....	do	4½	2	12	do	.....	40 00
Dufresne's Mills and South Durham.....	J. O. Dufresne.....	do	4	6	12	do	.....	50 00
Dunboro' Scottsmore and Railway Station.....	F. E. Scott.....	do	2½ & 2	3 & 6	12	do	.....	65 00
Dundee and Railway Station.....	J. Tyo.....	do	¾	12	12	do	.....	100 00
Dunham and East Dunham.....	J. G. Wallis.....	do	3½	6	12	do	.....	141 00
Dunham and Freightsburg.....	A. Ingalls.....	do	6	6	12	do	.....	190 00
Dunham, Stanbridge, East and Stanbridge Station.....	J. H. Martin.....	do	7	6	12	do	.....	447 00
Dunham and Sweetsburg.....	E. Pickel.....	do	13 & 7	6	12	do	.....	200 00
East Angus and Linda.....	D. B. Hall.....	do	1½	3	12	do	.....	39 00
East Angus and Railway Station.....	A. Ayerst.....	do	100 yds.	12	3	do	(to June 30, 1885).....	4 00
do do	F. P. Buck.....	do	100 yds.	12	9	do	from do	12 00
East Arthabaska and Lerocelle.....	L. Boulanger.....	do	4	3	12	do	.....	50 00
East Arthabaska and St. Fortunat.....	P. Janneau.....	do	17	3	12	do	.....	300 00
East Arthabaska and Stanfold.....	D. Leneau.....	Vehicle.....	5	6	12	do	.....	195 00
East Broughton and Railway Station.....	L. Beaudoin.....	Horse or vehicle.....	5½	6	3	do	(to June 30, 1885).....	37 50
East Clifton, Sawyerville and Canaan, U.S.....	H. Sawyer.....	do	28 & 6	2 & 1	12	do	.....	250 00
East Farnham and Railway Station.....	C. Mansfield.....	Vehicle.....	1	6	12	do	.....	80 00
do do	do	do	1	6	12	do	.....	20 00
East Magdala and Lyster.....	A. Rousseau.....	do	4	1	6	do	21 days, (to Oct. 21, '85).....	14 48
do do	do	do	4	1	6	do	(from March 1, 1886).....	2 17
Eastman and Railway Station.....	T. Perdue.....	Optional.....	¼	6	3	do	(to June 30, 1885).....	6 50
do do	do	do	9	6	9	do	from do	36 00
East Templeton and Perkins.....	J. Freney.....	Horse or vehicle.....	1	2	12	do	.....	100 00
East Templeton and Railway Station.....	P. Devost.....	Vehicle.....	1	12	12	do	.....	110 00
Echo Vale and Popolis.....	G. Boufford.....	do	8½	6	6	do	(to Sept. 30, 1885).....	120 00
do do	J. Francœur.....	do	8½	6	6	do	from do	120 00
Echo Vale and Railway Station.....	J. P. Jones.....	On foot.....	33 yds.	12	12	do	.....	18 00
Eden Dale and Table Falls.....	C. Johnson.....	Vehicle.....	6	1	12	do	.....	34 00
Egypte and St. Ephrem d'Upton.....	C. Dupont.....	do	8½	6	12	do	.....	195 00
Elgin Road and Railway Station.....	T. Francœur.....	Foot or vehicle.....	1	3	6	do	(to Sept. 30, 1885).....	15 00
do do	F. Bélanger.....	do	1	3	6	do	from do	15 00
Elmside and Rannock.....	R. Campbell.....	Optional.....	3	2	3	do	(to Aug. 31, 1885).....	13 00
do do	do	do	3	7	12	do	from do	43 75
Emileville and St. Pie.....	M. Gauthier.....	do	1	6	12	do	.....	40 00
Escuminac and Fleurant.....	N. McNeill.....	Horse or vehicle.....	8	1	3	do	(to June 30, 1885).....	6 50
do do	I. LeBlanc.....	do	8	1	9	do	from do	18 75
Esquimaux Point and Lourdes du Blanc Sablon.....	P. Thérberge.....	Optional.....	30½	3	trips	do	.....	350 00
Esquimaux Point and Moisie.....	C. Ahiers.....	On foot.....	160	4	do	do	.....	560 00
Etchemin and Lévis.....	F. Samson.....	Optional.....	6	12	12 months	do	.....	250 00
Etchemin and St. Jean Chrysostôme.....	A. Pichet.....	Vehicle.....	3	6	12	do	.....	100 00
Farnboro' and West Sheffield.....	J. Enright.....	Optional.....	2½	3	12	do	.....	52 00
Fardon and Railway Station.....	A. C. Truax.....	do	14 rods	6	12	do	.....	25 00
Farnham and Magenta.....	J. Fournier.....	Vehicle.....	5	2	12	do	.....	50 00







Georgeville and Knowlton Landing.	do	D. A. Bullock.	do	3	6	2	do	(to May 31, 1885).	25 00
do	do	O. A. R. Macpherson	do	3	6	5	do	(to Oct. 31, 1885) from do	84 48
do	do	D. A. Bullock	do	3	6	5	do	do	82 56
Georgeville and Magoon's Point.	do	E. G. Merrick.	Vehicle	10	2	12	do	do	300 00
Georgeville and Smith's Mills	do	A. Magoon	Horse or vehicle.	67	6	12	do	do	52 00
Geraldine and Sherbrooke.	do	W. Tuck.	do	107	2	12	do	do	295 00
Glen Iver and St. Lawrence.	do	J. Newman.	do	37	2	12	do	do	26 00
Glen Robertson and Mongenais	do	J. Melver.	Vehicle	72	1	12	do	do	32 00
Glen Robertson and Ste. Justine	do	W. Robinson	do	8	6	6	do	(from Oct. 1, 1885) (to Sept. 30, 1885)	109 00
Gould and North Hill.	do	D. W. McDonald	do	47	2	12	do	do	42 00
Gould and Red Mountain.	do	C. Smith	do	5	2	12	do	do	40 00
Gould and Robinson	do	P. Dunsmore.	do	12	6	12	do	do	339 00
Gould Station and Railway Station	do	R. H. Cowan	Optional.	1	12	12	do	do	40 00
Granboro' and Granby	do	G. Vittie	Vehicle	6	3	12	do	do	120 00
Granby and Milton	do	E. Coraline.	do	9	6	9	do	(from July 1, 1885)	224 25
Granby and Railway Station.	do	S. Page	Optional.	1	12	12	do	do	75 00
Granby and Sheffield Mountain	do	L. G. Thérien	Horse or vehicle.	8	3	6	do	(to Sept. 30, 1885) from do	37 50
do	do	E. Deslauniers	do	8	3	6	do	do	75 00
Grande Baie and L'Anse St. Jean	do	R. Gagnon.	Optional.	54	2	12	do	do	230 00
Grand Cascapedia and New Richmond	do	W. Roberson.	Horse or vehicle.	47	2	12	do	do	80 00
Granges Coudees and Jersey Mills.	do	M. Cahill.	do	14	3	12	do	do	180 00
Grande Ligne and Mont St. Nicholas	do	M. Boissonneault.	Optional.	21	3	12	do	do	40 00
Grandes Piles and Ste. Flore.	do	J. B. G. Lajoie	Vehicle	7	6	12	do	do	149 00
Grand River and Wharf.	do	F. A. Boudin	Optional.	4	As req.	Season, 1885	do	do	51 50
Grand St. Esprit and Ste. Monique	do	J. A. Pinard.	Vehicle	27	3	12 months	do	do	60 00
Green River and St. Antonin.	do	J. April	Horse or vehicle.	3	6	12	do	do	60 00
Green River and St. Modeste	do	C. Chouinard.	do	5	6	12	do	do	115 00
Greer Mount and Thorne Centre	do	T. Hodgins	do	6	3	12	do	do	50 00
Grenville and Lost River	do	A. McPhee	Vehicle	19	2	12	do	do	156 00
Grenville and Railway Station	do	H. F. Cumming.	do	17	6	12	do	do	100 00
Grondines and Railway Station	do	L. Côté	do	37	12	12	do	do	192 00
Hadlow Cove Road and St. David de Lévis.	do	J. Halle.	Optional.	1	6	12	do	do	50 00
Hallerton and Hemmingford	do	T. Kenney	Vehicle	47	3	12	do	do	75 00
Halverson and Masham Mills	do	J. Moore	Horse or vehicle.	11	3	12	do	do	100 00
Harrington and Rivington	do	L. McIntosh	Vehicle	5	1	12	do	do	26 00
Harvey Hill Mines and West Broughton.	do	L. Couture	do	3	3	10	do	(to Jan. 31, 1886)	28 33
Hatley and Railway Station.	do	T. B. Curtis	do	37	6	12	do	do	185 00
Hedleyville and St. Roch de Québec	do	J. DeBlois.	On foot.	1	12	12	do	do	62 60
Helena and White's Crossing	do	P. Tallon.	Vehicle	37	6	12	do	do	198 00
Hemison and St. Malachie.	do	T. Smith, jun.	Horse or vehicle	3	1	12	do	do	25 00
Hemmingford and Roxham	do	W. C. Kingsbury	Vehicle	5	3	12	do	do	35 00
Henrysburg and Lacelle.	do	G. Giroux	do	87	3	6	do	(to Sept. 30, 1885) from do	48 00
do	do	P. Girard.	do	87	3	6	do	do	60 00
Henryville and Stanbridge Station.	do	D. Vincent	do	8	6	12	do	do	189 00
High Rock and Notre Dame du Laus	do	J. H. Brown	Horse or vehicle.	29	1	12	do	do	200 00
Hochelega and Longue Pointe	do	J. H. Brown	Vehicle	37	6	1	do	(from March 1, 1886)	13 00

## REPORT No. 2, B—Continued.

DETAIL of all payments for Mail Transportation in Quebec, made within the Year ended 30th June, 1886.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						\$ cts.
Hochelaga and Montreal .....	J. H. Brown .....	Optional .....	2 $\frac{1}{2}$ .....	18 .....	12 months .....	350 00
Holland's Mills and Châleux Point .....	A. Holland .....	do .....	2 $\frac{1}{2}$ .....	3 .....	12 do .....	55 00
Holton and Ste. Clothilde de Châteauguay .....	F. Delage .....	Vehicle .....	3 .....	12 do .....	12 do .....	34 00
House Harbor and Magdalen Islands .....	P. Turnbull .....	Optional .....	30 .....	fully .....	Season, 1885 .....	70 00
Howick and Railway Station .....	J. Marchant .....	Vehicle .....	4 .....	12 .....	12 months .....	49 00
Howick and St. Chrysostome .....	T. Hébert .....	do .....	9 .....	6 .....	12 do .....	240 00
Hudson and Wharf .....	A. Vipond .....	Optional .....	1 $\frac{1}{2}$ .....	12 .....	Season, 1885 .....	12 00
Hunterstown and Louisierville .....	T. Paillet .....	Vehicle .....	17 .....	6 .....	10 months (to Jan. 31, 1886) less fine .....	239 86
do .....	A. Ratelle .....	do .....	17 .....	6 .....	2 do from do .....	48 33
Huntingdon and Railway Station .....	T. Paulman .....	do .....	1 $\frac{1}{2}$ .....	12 .....	12 do .....	70 00
Huntingdon and St. Anicet .....	S. Dupuis .....	do .....	16 .....	6 .....	10 do (to Jan. 31, 1886) .....	354 16
Inverness and Kinnear's Mills .....	J. Franklin .....	Optional .....	9 $\frac{1}{2}$ .....	3 .....	12 do .....	128 00
Inverness and Leeds .....	H. McOutcheon .....	Horse or vehicle .....	12 .....	6 .....	12 do .....	394 00
Inverness and New Ireland .....	J. Jamieson .....	Vehicle .....	17 .....	3 .....	12 do .....	178 00
Inverness and Ste. Julie de Somerset .....	D. Johnston .....	do .....	9 $\frac{1}{2}$ .....	6 .....	12 do .....	264 00
Iron Hill and Sweetsburg .....	W. Moffat .....	do .....	8 .....	3 .....	12 do .....	86 00
Isle aux Coudres and St. Paul's Bay .....	J. Dufour .....	Optional .....	9 .....	2 .....	12 do .....	312 00
Isle aux Coudres and Wharf .....	E. Dufour .....	do .....	6 .....	As req. .....	Season, 1885 .....	79 50
Isle aux Grues and Montmagny .....	N. Lebel .....	do .....	6 .....	2 .....	6 months (to Sept. 30, 1885) .....	120 00
do .....	do .....	do .....	6 .....	2 .....	do from do .....	112 50
Isle Bizaril and Ste. Geneviève .....	A. Barbeau .....	Vehicle .....	4 $\frac{1}{2}$ .....	6 .....	12 do .....	50 00
Isle Perrot and Ste. Anne de Bellevue .....	J. Monpetit .....	Horse or vehicle .....	7 .....	6 .....	12 do .....	156 00
Isle Verte and Notre Dame de l'Isle Verte .....	J. Dionne .....	Optional .....	6 .....	1 .....	do (to Dec. 31, 1885) .....	37 50
do .....	T. Fraser .....	do .....	6 .....	1 .....	do from do .....	12 50
Isle Verte and Railway Station .....	L. Bertrand .....	do .....	1 .....	12 .....	12 do .....	80 00
Isle Verte and St. Paul de la Croix .....	A. Boucher .....	Horse or vehicle .....	10 .....	2 .....	12 do .....	75 00
Jersey Mills and Marlow .....	M. Cahill .....	do .....	13 .....	3 .....	12 do .....	230 00
Johnville and Railway Station .....	C. Smith .....	Optional .....	4 .....	6 .....	12 do .....	28 00
Joliette and Railway Station .....	J. Mireault .....	Vehicle .....	8 .....	6 .....	4 days (to Oct. 4, 1885) .....	138 95
do .....	do .....	do .....	8 .....	12 .....	5 do 21 days, from do (less fine) .....	264 00
Joliette and St. Liguori .....	O. Robichaud .....	do .....	9 .....	6 .....	12 do .....	147 00



Joliette and Ste. Mélanie.....	(A. Riberty.....	do	14	6	12	do	295 00
Joliette and St. Paul d'Industrie.....	F. Perrault.....	do	4	6	12	do	80 00
Joynt and North Wakefield.....	R. Joynt.....	Horse or vehicle.	9	2	12	do	105 00
Kamouraska and Railway Station.....	J. B. Pelletier.....	Vehicle	5	12	12	do	300 00
Katavale and North Hatley.....	N. Pelletier.....	do	5	12	12	do	150 00
Kazubazua and Lake St. Mary.....	E. St. Jacques.....	Horse or vehicle.	42	12	12	do	42 00
Kazubazua and Venosta.....	S. C. Kenny.....	Optional.	5	1	12	do	30 00
Kelso and Trout River Railway Station.....	J. McCaffrey.....	Horse or vehicle.	7	1	12	do	50 00
Kildare and St. Alphonse.....	J. McCaffrey.....	Optional.	34	6	12	do	130 00
Kingsay Falls and Lorne.....	I. Gaudet.....	Vehicle	12	3	12	do	116 00
Kinnear's Mills and Leeds.....	M. Morin.....	Horse or vehicle.	4	12	12	do	230 00
Knowlton and Railway Station.....	T. McOutcheon.....	Vehicle	9	3	12	do	119 00
Knowlton and St. Etienne de Bolton.....	S. N. Courtney.....	do	1	24	12	do	72 00
do	L. Poulin.....	Horse or vehicle.	9	3	6	do	72 00
do	do	do	9	3	6	do	67 50
La Baie and Nicolet.....	T. Vigneau.....	Vehicle	9	6	12	do	240 00
La Baie and St. Zéphirin.....	do	do	8	6	12	do	220 00
La Baie and Yamaska.....	do	do	24	6	12	do	750 00
Labarre and Metabetchouan.....	O. Hébert.....	do	30	6	6	do	390 00
Labarre and St. Joseph d'Alma.....	T. Gagné.....	Horse or vehicle.	16	3	6	do	68 50
La Beauce and Railway Station.....	J. Grégoire.....	Foot or vehicle.	1	12	12	do	50 00
La Beauce and St. Elzéar.....	F. F. Routhier.....	Horse or vehicle.	3	6	12	do	98 00
L'Acadie and St. Jacques le Mineur.....	E. F. Poirier.....	Vehicle.	5	6	12	do	160 00
Lachenaie and Terrebonne.....	G. Villeneuve.....	Horse or vehicle.	44	3	3	do	13 00
do	A. Lapierre.....	do	44	3	1	do	6 00
do	do	do	42	6	8	do	96 00
Lachenvrière and Railway Station.....	V. Portelance.....	Optional.	32	6	12	do	12 00
Lachine and Lachine Rapids.....	D. Dunberry.....	Vehicle	1	12	12	do	130 00
Lachine and Lachine Mills.....	J. Fish.....	Optional.	1	2	3	do	62 00
Lachine and Lakefield.....	H. H. McWannis.....	Horse or vehicle.	9	2	3	do	26 00
do	A. McKnight.....	do	9	2	9	do	78 00
Lachine and Railway Station.....	G. L. Meikle.....	Optional.	14	12	12	do	36 00
Lachine and Shrewsbury.....	J. Armstrong.....	do	22	2	12	do	133 00
Lac Masson and St. Jérôme.....	T. Legault.....	Vehicle	10	2	12	do	196 00
Lac Masson and Ste. Lucie de Doncaster.....	N. Forget.....	do	3	3	6	do	104 00
Lacolle and Odelltown.....	J. McCallum.....	do	3	3	6	do	24 00
do	W. D. McCallum.....	do	2	3	6	do	24 00
Lacolle and St. Bernard-Sud.....	T. Samoislette.....	do	2	3	12	do	30 00
La Décharge de la Rivière à l'Ours and La Fourche des Chemins.....	J. Sheehy.....	do	6	1	2	do	6 00
Lake Aylmer and Lake Weedon Station.....	F. Bernier.....	do	12	6	9	do	163 75
do	A. Gagnon.....	do	12	6	3	do	44 75
Lake Beauport and Quebec.....	P. Brown.....	do	13	3	12	do	150 00
Lake Etchemin and Langevin.....	L. Mercier.....	Horse or vehicle.	12	3	12	do	145 00
Lake Etchemin and Ste. Rose de Watford.....	A. Chabot.....	do	12	1	12	do	50 00
Lake Etchemin and Standon.....	J. Fortin.....	do	12	3	12	do	135 00



## REPORT No. 2, B—Continued.

DETAIL of all payments for Mail Transportation in Quebec, made within the Year ended 30th June, 1886.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						\$ cts.
Lake Temiscamingue and Mattawa	C. Rankin	Optional.	125½	1	4 months (to July 31, 1885).	323 33
do do	E. J. Smith	do	125½	1	3 do (to Oct. 31, 1885).	300 00
do do	do	do	131	1	5 do from do	528 85
Lake Weedon and Railway Station	F. Brière	Vehicle	60 yds.	6	12 do	24 00
Lamartine and L'Islet Station	P. Cloutier	Optional	3	4	12 do	375 06
Lambton and Railway Station	L. Langlois	do	14	4	12 do	212 00
Lambton and Stornoway	E. Bélanger	do	9	6	12 do	250 00
Lambton and Valletort	A. Blouin	Horse or vehicle.	8	6	12 do	50 00
Landreville and Ormstown	V. Brault	Vehicle	4	2	12 do	40 00
Land Villa and Railway Station	O. Lavallée	do	2	6	12 do	89 50
Lanoraie and Railway Station	P. Delisle	do	6	6	12 do	65 00
L'Anse à Gilles and Railway Station	J. F. Giasson	Horse or vehicle.	2	1	12 do	26 68
L'Anse à la Cabane and Magdalen Islands	W. Cormier	Boat	5	2	12 months.	78 00
L'Anse au Foin and Tremblay	A. Harvey	Vehicle	8	6	12 do	35 00
L'Anse au Foin and Tremblay	A. Roy	On foot.	1½	6	12 do	200 00
La Petite Rivière St. François and St. Cassien des Caps	P. Bouchard	Horse or vehicle.	7	6	12 do	60 00
La Patrie and Notre Dame des Bois	S. Labonne	Vehicle	10	3	6 do (to Sept. 30, 1885).	42 50
do do	I. Franct.	do	10	3	6 do from do	12 00
La Plaine and Railway Station	O. Gauthier	do	75 yds.	12	12 do	2 00
Laprairie and Brousseau Railway Station	L. Grandin	Optional	3	6	Special trips	74 00
Laprairie and St. Philippe	A. G. Serre	Vehicle	6	6	6 months (to Sept. 30, 1885)	68 00
do do	G. S. Alexander	do	6	6	6 do from do	112 50
La Présentation and St. Hyacinthe	A. Millet	do	6	6	6 do (to Dec. 31, 1885)	59 00
do do	E. Provencal	do	4½	6	3 do from do	76 63
do do	E. Archambault	do	4½	6	6 do 4 days (to Oct. 4, 1885)	122 28
L'Assomption and Railway Station	do	do	5	12	5 do 27 days from do	175 00
do do	J. Royal	do	5	12	12 do	80 00
L'Assomption and St. Sulpice	J. M. Latour	do	4	12	12 do	150 00
Laurentides and Railway Station	D. Thonin	Optional Vehicle.	10	3	12 do	18 00
Laurentides and St. Calixte de Kilkenny	M. McCluskey	do	6	1	6 do (from Oct. 1, 1885)	100 00
Laurel and Lost River	H. Martin	Horse or vehicle.	2	12	12 do	140 00
Lauzon and Lévis	E. Ruel	Optional	17	2	12 do	100 00
Lauzon and St. Joseph de Lévis	T. Keough	Vehicle	17	2	12 do	100 00
Laval and Quebec	A. A. Laviolette	do	8	6	12 do	182 00
Lavaltrie and Railway Station	do	do	do	do	do	do

Lawrenceville and North Stukely	C. Gendron	do	4	3	12	do	100 00
Lazy Bogan and New Richmond	E. Brash	Optional	45	6	1	do	266 50
Leeds and Leeds Village	H. McCutcheon	Horse or vehicle	1	3	6	do	15 00
Leeds and St. Sylvester	J. O'raigie	Vehicle	9	3	12	do	100 00
Lennoxville and Milby	A. Aldrich	Optional	5	6	12	do	124 00
Lennoxville and Railway Station	E. W. Abbott	On foot	10	24	12	do	101 00
Leopold and Shrewsbury	J. Thompson	Vehicle	6	2	12	do	60 00
L'Epiphanie and Railway Station	E. LeBlanc	do	2	12	12	do	100 00
L'Epiphanie and St. Jacques	G. Forest	do	12	6	12	do	325 00
L'Epiphanie and Ste. Julienne	L. Bertrand	do	18	6	12	do	350 00
Les Boulemaens and Settrington	T. Lapointe	Horse or vehicle	8	2	12	do	55 00
Les Boulemaens and Wharf	J. Tremblay	Optional	3	3	Season, 1885	262 00	
Les Escoumaens and Sault au Cochon	M. Boissonneault	Vehicle	35	2	6 months (to Sept. 30, 1885)	225 00	
do	do	do	35	3	6 do from do	337 50	
Les Escoumaens and Tadousac	R. Morin	do	27	3	12 do	499 00	
Lévis and Quebec	L. Deschenes	do	27	1	6 do (from Oct. 1, 1885)	80 00	
do	H. Martin	Optional	1	12	1 do (to April 30, 1885)	25 00	
do	do	do	1	18	7 do (to Nov. 30, 1885)	262 50	
do	do	do	1	12	4 do from do	100 00	
do	N. Guay	do	1	.....	Special trips	64 00	
do	F. Bégin	do	1	.....	Special service	18 00	
Lévis and Grand Trunk Railway Station	do	do	1	.....	do	34 60	
Lévis and Intercolonial Railway Station	H. Martin	do	1	.....	12 months	90 00	
Lévis and Quebec Central Railway Station	F. Bégin	do	1	.....	3 do (to June 30, 1885)	24 00	
do	do	do	1	.....	9 do from do	33 75	
Lévis and St. Michel	N. Guay	Vehicle	15	6	12 months	255 00	
Lévis and Street Letter Boxes	M. Gagnon	do	2	18	12 do	313 00	
Lévis and Sub-Office	E. Bédard	Optional	1	12	12 do	200 00	
Lévis and Three Rivers	H. Lavigne	Vehicle	92	6	12 do	2,780 00	
Lévis Ferry and Grand Trunk Railway Station	F. Bégin	Optional	1	.....	Special trips	11 00	
Lévis Ferry and South Quebec	G. King	do	1	.....	do	2 00	
Lineboro' and Railway Station	J. Wood	On foot	13	12	12 months	16 00	
Linrière and Metgermette	T. Gagné	Horse or vehicle	2	2	12 do	171 00	
L'Islet and Railway Station	M. E. Ballantyne	Optional	2	12	3 do	140 00	
do	do	do	2	12	8 do	98 86	
L'Islet Station and St. Cyrille	J. B. Cloutier	do	2	12	12 do	104 00	
Longueuil and St. Lambert Railway Station	P. Lesperance	do	7	12	12 do	225 00	
Lorette and Railway Station	L. Richard	Vehicle	2	12	6 do (to Sept. 30, 1885)	93 60	
do	do	do	2	12	6 do from do	100 00	
Lorne and Railway Station	E. D. Adams	On foot	200 yds.	6	12 do	40 00	
Lotbinière and Rivière Boisclair	J. Lemay	Horse or vehicle	6	3	9 do (to Dec. 31, 1885)	53 25	
do	J. N. Lemay	do	6	3	3 do from do	18 75	
Louisville and Railway Station	P. Picotte	Optional	1	12	12 do	39 00	
Louisville and Ste. Ursule	do	do	5	6	12 do	220 00	
Lourdes and Somerset	G. Nadeau	Horse or vehicle	8	1	12 do	50 00	
Low and Maniwaki	W. Brooks	do	54	3	12 do	1,700 00	
Low, Maniwaki and North Wakefield	do	do	54	3	12 do	1,900 00	
Lucerne and Foltimore	T. L. Ransall	do	11	2	12 do	40 00	



## REPORT No. 2, B—Continued.

DETAIL of all payments for Mail Transportation in Quebec, made within the Year ended 30th June, 1886.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						\$ cts.
Macnider and St. Damase de Rimouski.....	F. X. Perreault.....	Vehicle.....	6½	1	9 months (from July 1, 1885).....	30 00
Maddington and Stanfold.....	J. J. Demers.....	do.....	13	2	do 14 days (to Aug. 14, '86).....	37 05
Maddington Falls and Railway Station.....	E. Madley.....	do.....	4½	6	do (from Oct. 1, 1885).....	25 00
Magog and Railway Station.....	L. Allard.....	do.....	19½	12	do (to Sept. 30, 1885).....	90 00
Magog and Sherbrooke.....	J. G. Cowie.....	do.....	19½	6	do from do.....	250 00
do.....	J. Osborn.....	do.....	3	6	do.....	90 00
Malmaison and Notre Dame de Stanbridge.....	T. Granger.....	Optional.....	8	1	do.....	75 00
Maniwaki and River Joseph.....	J. White.....	Vehicle.....	2½	6	do.....	125 00
Mansonville and Railway Station.....	W. B. Manson.....	Horse or vehicle.....	5½	3	do.....	60 00
Mansonville and Vale Perkins.....	M. Geer.....	Vehicle.....	5	3	do.....	60 00
Mansonville and West Potton.....	M. L. Elkins.....	Optional.....	7	3	do.....	95 00
Maple Grove and Richmond.....	D. Poudrier.....	Vehicle.....	27	6	do (from July 1, 1885).....	187 50
Maple Grove, Ste. Sophie de Mégantic and Somerset.....	do.....	do.....	20	3	do (to June 30, 1885).....	31 25
Maple Grove and Somerset.....	J. Bennett.....	do.....	10	3	do (to Dec. 31, 1885).....	75 00
Maple Grove and Wolfstown.....	R. Boulanger.....	do.....	6½	2	do from do.....	18 75
Maple Grove and Wolfstown, via Gosford Road.....	W. G. Planche.....	Horse or vehicle.....	3½	2	do (to May 31, 1886).....	6 66
do.....	do.....	do.....	3½	2	do from do.....	50 00
Marbleton and Railway Station.....	O. Côté.....	Vehicle.....	3½	12	do.....	203 00
Marlow and U. S. Boundary Line.....	D. M. Cathcart.....	Horse or vehicle.....	14½	3	do.....	150 00
Marsden and Railway Station.....	J. D. Morrison.....	Vehicle.....	15	12	do.....	24 00
Marsden and Whitwick.....	J. R. McDonald.....	do.....	3	2	do (to March 31, 1886).....	6 00
Mascouche and Railway Station.....	P. Bertrand.....	do.....	1½	6	do.....	98 00
Masham Mills and Wakefield.....	P. Pelletier.....	Horse or vehicle.....	7	1	do.....	50 00
Mastigoche and St. Gabriel de Brandon.....	J. O. Hénault.....	Vehicle.....	9	1	do.....	38 00
Matane and Railway Station.....	W. Pelletier.....	do.....	28	6	do.....	494 00
Matane and Ste. Anne des Monts.....	S. Letourneau.....	do.....	57	3	do.....	598 00
Matapedia and Railway Station.....	D. Fraser.....	On foot.....	200 yds.	12	do.....	45 00
Matapedia and Runnymede.....	J. Lawlor.....	Optional.....	12	1	do (to Dec. 31, 1885).....	44 25
do.....	do.....	do.....	12	9	do from do.....	17 50
Mayo and Thurso.....	C. Conroy.....	do.....	8	2	do.....	75 00
Melbourne and New Rockland.....	A. Torrance.....	do.....	7	13	do.....	250 00
Melbourne and Upper Melbourne.....	N. Coburn.....	do.....	4	13	do.....	100 00
Melbourne and Waterloo.....	S. Jamieson.....	Horse or vehicle.....	33	3	do.....	500 00
Metabetchouan and Roberval.....	P. Paradis.....	Vehicle.....	18	6	do (to Sept. 30, 1885).....	260 00



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## REPORT No. 2, B—Continued.

DETAIL of all payments for Mail Transportation in Quebec, made within the Year ended 30th June, 1886.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
Newport and Wharf.....	J. Jessop, jun.....	Optional.....	$\frac{1}{2}$	As req.	Season, 1885.....	\$ 37 50
Newport Point and Wharf.....	do.....	do.....	$\frac{1}{2}$	As req.	do.....	7 00
Nicolet and Ste. Monique.....	H. Beaudry.....	Vehicle.....	8	12	12 months.....	150 00
Nicolet, St. Grégoire, Three Rivers and Pointe du Lac	J. Pagé.....	do.....	19 & 13	3	do.....	374 00
Normandin and St. Félix.....	N. Picard.....	Horse or vehicle.	20	3	do.....	195 00
North Georgetown and Railway Station.....	L. Turcot.....	Optional.....	$\frac{1}{2}$	6	do.....	40 00
North Ham and St. Adrien.....	F. X. Charland.....	do.....	8	2	do.....	60 00
North Hatley and Railway Station.....	B. LeBaron.....	Foot or vehicle.	$\frac{1}{2}$	6	do.....	100 00
North Nation Mills and Railway Station.....	D. Landrian.....	Vehicle.....	$\frac{3}{4}$	6	do.....	80 00
North Onslow and O'Connell.....	G. Grier.....	Horse or vehicle.	7	2	do.....	95 00
North Onslow and Quyon.....	C. O'Donnell.....	do.....	3	3	do.....	37 50
North Sutton and Sutton.....	S. Sweet.....	Vehicle.....	2	3	(to June 30, 1885).	12 50
North Sutton and West Brome.....	O. Sweet.....	do.....	26 $\frac{1}{2}$	6	from do.....	37 50
North Wakefield and Ottawa.....	R. Hestey.....	do.....	5	6	do.....	509 50
North Wakefield and Rupert.....	R. Joynt.....	Horse or vehicle.	9 $\frac{1}{2}$	2	do.....	80 00
Norton Creek and St. Rémi.....	J. B. Boyer.....	Vehicle.....	11	6	do.....	250 00
Notre Dame des Anges and St. Ubalde.....	F. Bertrand.....	do.....	37	3	do.....	129 00
Notre Dame du Laus and St. Gerard de Montarville	A. Blais.....	Optional.....	11	1	do.....	166 67
Notre Dame du Portage and Railway Station.....	G. St. Pierre.....	Vehicle.....	37	6	(from June 1, 1885).....	240 00
Notre Dame de Rimouski and Railway Station.....	E. Drapeau.....	do.....	1	6	do.....	40 00
Old Lake Road and Railway Station.....	P. Cavan.....	On foot.....	$\frac{1}{2}$	6	do.....	18 75
Ormstown and Railway Station.....	T. H. Paling.....	Vehicle.....	$\frac{1}{2}$	12	(from July 1, 1885).....	49 00
Other Lake and Shawville.....	C. R. Morrison.....	do.....	24	3	do.....	275 00
Other Lake and Thornby.....	J. Hill.....	Horse or vehicle.	7	2	do.....	87 00
Painchaud and Somerset.....	T. Dubois.....	Optional.....	4	3	do.....	35 00
Papineauville and St. Améde.....	R. Robinson, jun.....	Horse or vehicle.	7 $\frac{1}{2}$	3	do.....	52 00
Paquette and St. Malo.....	O. Breault.....	do.....	68	2	do.....	80 00
Paspébiac and Percé.....	W. Kamier.....	Vehicle.....	68	6	(to May 31, 1885).....	439 69
do.....	do.....	do.....	68	2	do.....	1,300 00
do.....	do.....	do.....	68	6	(to Nov. 30, 1885).....	879 40
Paspébiac and Wharf.....	P. D. Loisel.....	do.....	68	4	from do.....	53 00
Pauline and St. Césaire.....	A. Garceau.....	Optional.....	5	As req.	Season, 1885.....	60 00
Phillipsburg and St. Armand Railway Station.....	A. Hogle.....	Vehicle.....	2	12	12 months.....	94 00
		do.....	2	6	(to Sept. 30, 1885).....	



Percé and Wharf .....	do	2	12	As req.	12	6	do	from	do	122 50
Pointe au Chêne and Railway Station .....	do	33 yds.	12	As req.	12	Season, 1885	do	do	do	52 50
Pointe aux Orignaux and Rivière Ouelle .....	Horse or vehicle.	22	12	12	12	12 months	do	do	do	20 00
Pointe aux Trembles and Québec .....	Vehicle	22	6	12	6	12	do	do	do	50 00
Pointe aux Trembles and Rivière des Prairies .....	do	6	6	12	6	12	do	do	do	598 00
Pointe Bleue and Roberval .....	Horse or vehicle.	5	3	12	6	12	do	do	do	65 00
Pointe Claire and Railway Station .....	Vehicle	1	6	3	3	3	do	(to Oct. 2, 1885)	do	10 00
Pointe du Lac and Railway Station .....	Optional	50 yds.	12	12	6	12	do	do	do	80 00
Pointe Fortune and Wharf .....	do		As req.	6	Season, 1885	do	do	do	do	14 00
Pointe St. Peter and Wharf .....	On foot	1	1	12	12	12 months	do	do	do	55 50
Pointe St. Vardon .....	Horse or vehicle.	6 1/2	12	12	6	12	do	do	do	80 00
Pointe Séche and Ste. Hélène .....	Optional	5	6	12	6	12	do	do	do	50 00
Pont de Maskinongé and Railway Station .....	Vehicle	8	12	12	6	12	do	do	do	240 00
Pont de Maskinongé and St. Justin .....	Foot or vehicle.	5	12	12	6	12	do	do	do	100 00
Pont de Maskinongé and St. Justin .....	Optional	7	6	12	6	12	do	do	do	48 00
Pont Rouge and Railway Station .....	Vehicle	7	6	11	11	do	do	(to April 30, 1885)	do	7 29
Pont Vau and Sault au Recollet Road .....	do	7	12	12	12	do	do	from	do	80 19
Portage du Fort and Haley's Station .....	do	7	12	12	12	do	do	do	do	175 00
do	do		As req.	3	Season, 1885	do	do	do	do	61 80
Port Daniel and Wharf .....	Vehicle	5	12	12	12	12 months	do	do	do	74 00
Port Lewis and St. Anicet .....	Horse or vehicle.	1	12	12	12	do	do	do	do	100 00
Portneuf and Railway Station .....	do		Special trips; snow blockade on railway	60	12	12 months	do	do	do	378 72
Quebec Division .....	Vehicle	27	6	12	6	12	do	do	do	1,588 32
Quebec and Railway Stations .....	Boat or vehicle.	27	3	3	3	do	do	(to Aug. 31, 1885)	do	495 00
Quebec, St. François and St. Jean d'Orléans .....	Vehicle	21	30	12	30	12	do	do	do	136 50
Quebec and St. Joachim .....	Optional	24	80	12	80	12	do	do	do	550 00
Quebec and St. John Suburb .....	do	14	1	1	1	do	do	8 days (from Feb. 21, 1885)	do	625 56
Quebec and St. Sauveur de Québec .....	do	14	6	2	6	2	do	do	do	2 25
do	do	23	6	4	6	4	do	from	do	208 00
Quebec and St. Tite des Caps .....	do	33	12	12	12	12	do	do	do	350 00
do	do	5	12	12	12	12	do	do	do	220 00
Quebec and Spencer Cove .....	Vehicle	22	2	12	2	12	do	do	do	145 00
Quebec and Stoneham .....	do	22	As req.	13	13	do	do	do	do	893 50
Quebec and Wharf .....	do	1	12	12	12	Season, 1885	do	do	do	120 00
do	do	6 1/2	1	12	12	12 months	do	do	do	40 00
Quinnville and Templeton .....	Horse or vehicle.	3	3	12	3	12	do	do	do	45 00
Radford and Shawville .....	Horseback	2	6	12	6	12	do	do	do	40 00
Randboro' and Sawerville .....	Vehicle	20	6	12	6	12	do	do	do	350 00
Rapides des Joachims and Rowanton .....	Vehicle	9	6	12	6	12	do	do	do	199 00
Rawdon and St. Liguori .....	Horse or vehicle.	4	1	12	1	12	do	do	do	30 00
Reedham and Robertson Station .....	Optional	2	6	12	6	12	do	do	do	80 00
Repentigny and St. Paul l'Ermitte .....	do	1	2	13	2	13	do	do	do	30 07
Ricards and St. Herménégilde .....	Vehicle	15	6	9	6	9	do	(to Dec. 31, 1885)	do	225 00
Richmond East and Sydenham Place .....	do	15	6	3	6	3	do	from	do	93 75
do	do	6 1/2	3	12	3	12	do	do	do	84 00
Rigaud and St. Rédempteur .....	do	6 1/2	3	12	3	12	do	do	do	84 00



## REPORT No. 2, B—Continued.

DETAIL of all payments for Mail Transportation in Quebec, made within the Year ended 30th June, 1886.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
Rigand and Wharf.....	P. A. Seguin.....	Optional.....	2	6	Season, 1885.....	\$ 68 00
Rimouski and Railway Station.....	L. Laviolette.....	do.....	2	24	12 months.....	153 02
Rimouski and Ste. Blandine.....	A. Duval.....	do.....	9	1	12 do.....	50 00
Rivière à l'Ours and Tremblay.....	J. B. Gaudin.....	Vehicle.....	18	1	12 do (from Feb. 1, 1886).....	13 00
Rivière aux Pins and St. Gabriel Station.....	F. Armstrong.....	do.....	6	2	12 do.....	52 00
Rivière David and Railway Station.....	O. Houde.....	Optional.....	6	12	12 do.....	60 00
Rivière du Loup and Edmundston.....	J. Turner.....	Vehicle.....	79	12	12 do.....	3,000 00
Rivière du Loup and Railway Station.....	M. L. Marchand.....	do.....	1	48	12 do.....	763 72
Rivière du Loup and Wharf.....	L. T. Pinyer.....	do.....	2	As req.	Season, 1885.....	60 60
River Gilbert and River Gilbert Gold Mines.....	J. T. Lachance.....	Optional.....	3	6	12 months.....	140 00
Rivière Noire and Railway Station.....	A. E. Beauchemin.....	On foot.....	10 yds.	12	12 do.....	20 00
Rivière Noire and St. Valère de Bulstrode.....	do.....	Vehicle.....	4	6	7 do (from Sept. 1, 1886).....	93 33
Rivière Ste. Marguerite and Tadoussac.....	J. Ancil.....	do.....	5	12	12 do.....	140 00
Rivière Ste. Ouelle and Railway Station.....	L. Dechenes.....	do.....	21	1	12 do.....	130 00
Rivière Trois Pistoles and Railway Station.....	J. G. Seton.....	do.....	240 yds.	12	12 do.....	40 00
Robertson Station and Railway Station.....	A. Talbot.....	do.....	60 yds.	12	12 do.....	20 00
Roberval and St. Prime.....	G. Laberge.....	Optional.....	10	6	12 do.....	240 00
Robinson and Railway Station.....	P. Dunsmore.....	Vehicle.....	1	12	12 do.....	60 00
Rock Forest and Suffield.....	P. Fitzpatrick.....	do.....	2	2	12 do.....	30 00
Rougemont and Railway Station.....	J. Bachelier.....	do.....	2	12	12 do.....	52 00
Roxton Falls and Railway Station.....	J. Wood.....	do.....	7	12	12 do.....	32 00
Roxton Pond and South Roxton.....	P. B. Cadieux.....	On foot.....	3	6	6 do (to Sept. 30, 1886).....	47 50
do.....	P. Naiser.....	Vehicle.....	3	6	6 do from.....	45 00
Russelltown and Vicars.....	C. Struthers.....	do.....	2	6	12 do.....	60 00
Ste. Adélaïde de Pabos and Wharf.....	G. Manger.....	Optional.....	1	As req.	Part of season, 1885.....	18 00
do.....	R. Manger.....	do.....	1	As req.	Balance of season, 1885.....	35 00
Ste. Adèle and Ste. Agathe.....	V. Charbonneau.....	Vehicle.....	12	6	12 months.....	230 00
Ste. Adèle and St. Jérôme.....	E. Beauchamp.....	do.....	17	9	12 do.....	450 00
Ste. Agapit and Railway Station.....	G. Olivier.....	do.....	1	9	12 do.....	40 00
Ste. Agathe and St. Jovite.....	I. Robert.....	Optional.....	19	3	12 do.....	450 00
Ste. Agnès de Dundee and Railway Station.....	T. Rowley.....	Foot or vehicle.....	2	6	12 do.....	48 00
St. Aimé and St. Hyacinthe.....	P. Mathieu.....	Vehicle.....	23	6	12 do.....	500 00
St. Aimé and Yamaska.....	J. Lambert.....	do.....	6	6	6 do (to Sept. 30, 1886).....	82 00
do.....	H. Salvas.....	do.....	6	6	6 do from.....	67 60

St. Alban and Railway Station.....	A. Frenette.....	do	6	12	do	104 00
St. Alexandre d'Iberville and Railway Station.....	E. Trépanier.....	do	12	12	do	60 00
St. Alexandre de Kamouraska and Railway Station.....	G. Brochu.....	do	12	12	do	40 00
St. Alexandre and St. Eleanthère.....	A. Gagné.....	Optional.....	24	1	do	96 00
St. Alexander Station and Railway Station.....	do	do	12	2	do	2 00
St. Alexis des Monts and St. Paulin.....	J. B. Drolet.....	Vehicle.....	10	3	do	175 00
St. Alphonse and St. Côme.....	V. Gaudet.....	Optional.....	12	2	do	84 00
do	A. Lapine.....	do	12	2	do	28 00
St. Anaclet and Railway Station.....	O. Couture.....	do	24	4	do	50 00
St. André and Railway Station.....	G. Dumond.....	do	44	8	do	45 00
do	E. Michaud.....	do	44	8	do	150 00
St. Angèle de Laval and Railway Station.....	M. B. Désilets.....	do	12	12	do	24 00
St. Angèle de Monnoir and Railway Station.....	A. Loiselle.....	do	12	12	do	48 00
St. Anne de Bellevue and Railway Station.....	A. St. Denis.....	do	1	6	do	8 00
St. Anne de la Pêrade and Railway Station.....	J. U. Marcotte.....	Foot or vehicle.....	12	12	do	105 00
St. Anne de la Pêrade and St. Prosper.....	J. A. Fignon.....	Vehicle.....	7	6	do	158 00
St. Anne de la Pocatière and Railway Station.....	J. O. Ouellet.....	Optional.....	1	12	do	36 00
do	T. Courcy.....	do	1	12	do	32 77
do	J. O. Ouellet.....	do	1	6	do	60 00
St. Anne de la Pocatière and St. Onézime.....	C. Dubé.....	do	6	12	do	59 00
St. Anne des Plaines and Railway Station.....	D. Gaudette.....	do	12	12	do	32 00
St. Anne de Sorel and Sorel.....	E. Latraverse.....	Vehicle.....	3	6	do	75 00
St. Antier and White's Station.....	E. Choquette.....	do	10	6	do	40 33
St. Anselme and Railway Station.....	F. Lamontagne.....	do	12	12	do	80 00
St. Anselme and Ste. Claire.....	do	do	7	6	do	175 00
St. Antoine and St. Apollinaire.....	J. H. Lambert.....	do	5	6	do	75 00
St. Antoine and St. Denis.....	A. Lacroix.....	do	1	12	do	70 00
St. Arsène and Vigor.....	O. Gagnon.....	Horse or vehicle.....	6	6	do	150 00
St. Athanase and Railway Station.....	P. Savaria.....	On foot.....	24	12	do	100 00
St. Aubert and Railway Station.....	A. Robichaud.....	Optional.....	14	6	do	10 00
do	O. Dubé.....	do	14	6	do	44 25
St. Aubert and St. Pamphile.....	A. Tremblay.....	Vehicle.....	31	2	do	199 00
St. Augustin and Railway Station.....	H. Rochon.....	do	14	6	do	56 00
St. Augustin Railway Station and Ste. Monique.....	D. Léonard.....	do	2	6	do	78 00
St. Baré and St. Stanislas de Kostka.....	N. Lemieux.....	do	44	2	do	45 00
St. Barnabé and St. Elie.....	C. Lacoste.....	do	9	6	do	13 25
St. Barnabé and Yamachiche.....	F. Menonson.....	do	12	6	do	16 08
St. Barthélemi and Railway Station.....	L. Michaud.....	do	14	12	do	95 00
St. Bazille and Railway Station.....	F. Piquet.....	Optional.....	24	6	do	39 00
St. Bazille le Grand and Railway Station.....	E. Lalumière.....	do	12	6	do	40 00
St. Bazille Station and Railway Station.....	C. A. Delage.....	do	12	6	do	12 00
St. Beatrix and St. Melanie.....	J. Marion.....	Vehicle.....	9	2	do	25 00
do	N. Ladouceur.....	do	9	2	do	37 50
St. Brigitte and Railway Station.....	B. McGuire.....	do	3	6	do	82 50
do	J. Donnelly.....	do	3	6	do	27 50
St. Brigitte des Saules and Ste. Monique.....	J. B. Beaulieu.....	Horse or vehicle.....	13	3	do	200 00
St. Bruno and Ste. Julie de Verchères.....	L. Hébert.....	do	5	6	do	140 00
St. Bruno and St. Paschal.....	P. Côté.....	Optional.....	7	1	do	50 00
St. Camille and Sherbrooke.....	O. Manseau.....	Horse or vehicle.....	26	1	do	150 00



## REPORT No. 2, B—Continued.

DETAIL of all payments for Mail Transportation in Quebec, made within the Year ended 30th June, 1886.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						\$ cts.
St. Casimir and Railway Station .....	L. Martin .....	Vehicle .....	4½	12	12 months .....	125 00
St. Casimir and St. Ubalde .....	A. Pepin .....	Horse or vehicle .....	11	3	12 do .....	95 00
St. Catherine and Railway Station .....	P. Julien .....	Optional .....	1	6	12 do .....	70 00
St. Cécile de Whition and Spring Hill .....	A. Loubier .....	Horseback .....	6	2	12 do .....	70 00
St. Océline and Railway Station .....	C. E. Houde .....	Optional .....	1½	6	12 do .....	60 00
St. Césaire and Railway Station .....	F. Garceau .....	do .....	¾	12	12 do .....	50 00
St. Charles and Railway Station .....	E. Bilodeau .....	do .....	1	6	12 do .....	25 00
St. Charles and St. Marc .....	A. Desjardins .....	Boat or vehicle .....	1	6	12 do .....	60 00
St. Clément and St. Elloi .....	P. Turgeon .....	Vehicle .....	10	12	12 do .....	130 00
St. Clément and St. Elloi .....	G. April .....	Horse or vehicle .....	12	3	4 do .....	33 33
St. Clément and St. Elloi .....	J. Boucher .....	do .....	12	3	8 do .....	65 33
St. Clément and St. Elloi .....	T. Perreault .....	Vehicle .....	18	6	12 do .....	250 00
St. Clément and St. Elloi .....	M. Phelan .....	do .....	9	6	12 do .....	270 00
St. Clément and St. Elloi .....	O. Robert .....	Optional .....	1½	12	12 do .....	24 48
St. Clément and St. Elloi .....	G. N. Ducharme .....	Vehicle .....	1	12	12 do .....	100 00
St. Clément and St. Elloi .....	A. Champagne .....	Optional .....	300 yds.	12	3 do .....	3 00
St. Clément and St. Elloi .....	R. E. Dyson .....	do .....	6½	1	12 do .....	50 00
St. Clément and St. Elloi .....	J. Vigneux .....	do .....	7½	6	9 do .....	172 50
St. Clément and St. Elloi .....	J. Clermont .....	do .....	6	4	12 do .....	190 00
St. Clément and St. Elloi .....	A. Dumais .....	do .....	4	12	3 do .....	24 25
St. Clément and St. Elloi .....	S. Dionne .....	do .....	4	12	9 do .....	105 00
St. Clément and St. Elloi .....	E. Lauzon .....	do .....	16½	6	12 do .....	400 00
St. Clément and St. Elloi .....	J. Vigneux .....	Vehicle .....	7	6	12 do .....	150 00
St. Clément and St. Elloi .....	S. Trottier .....	Optional .....	2	3	12 do .....	36 00
St. Clément and St. Elloi .....	W. Aubin .....	do .....	27	6	9 do .....	175 00
St. Clément and St. Elloi .....	J. Hamelin .....	do .....	4½	6	9 do .....	90 00
St. Clément and St. Elloi .....	F. Coupat .....	do .....	4½	6	3 do .....	29 50
St. Clément and St. Elloi .....	O. Gélinas .....	Vehicle .....	21	6	11 do .....	225 25
St. Clément and St. Elloi .....	A. Lacerte .....	do .....	3	6	12 months .....	3 00
St. Clément and St. Elloi .....	P. Langelier .....	do .....	12	1	6 do .....	100 00
St. Clément and St. Elloi .....	J. Blais .....	do .....	7	6	6 do .....	26 00
St. Clément and St. Elloi .....	N. Billette .....	do .....	7	6	6 do .....	75 00
St. Clément and St. Elloi .....	H. P. Blairs .....	do .....	10	6	6 do .....	72 50
St. Clément and St. Elloi .....	H. P. Blairs .....	Boat or vehicle .....	10	1	12 do .....	156 00



St. Eulalie and Railway Station.....	do	Optional.....	4	6	12	80	00
St. Eustache and Railway Station.....	do	Horse or vehicle.....	360 yds.	6	12	45	00
St. Joseph du Lac.....	J. B. Laurin.....	Vehicle.....	11	3	12	150	00
St. Evariste de Forsyth and Railway Station.....	J. B. Letourneau.....	Horse or vehicle.....	26	6	12	559	32
do	J. Plante.....	do	7	4	9	60	00
St. Evariste de Forsyth and St. Honoré.....	R. Bellegarde.....	do	7	4	3	17	50
do	J. D'Ajou.....	Optional.....	1	12	12	49	00
St. Fabien and Railway Station.....	A. Maranda.....	Horse or vehicle.....	8	3	12	120	00
St. Famille and St. Pierre d'Orléans.....	T. Bouchard.....	do	9	3	12	128	00
St. Félicien and St. Prime.....	O. Perreault.....	do	5	2	12	60	00
St. Félicien and Ticonabé.....	S. Tessier.....	Vehicle.....	13	6	12	480	00
St. Félix de Valois and Railway Station.....	E. Lessard.....	do	8	3	12	7	35
St. Félix de Valois and St. Jean de Matha.....	J. Lavoie.....	do	8	6	11	161	70
do	do	do	3	12	12	250	00
St. Flavie and Railway Station.....	N. Contant.....	Optional.....	3	12	3	73	49
do	E. C. Boulet.....	Foot or vehicle.....	12	6	10	33	33
St. François de Sales and Terrebonne.....	J. Plourde.....	Horse or vehicle.....	2	6	12	72	00
St. François Montmagny and Railway Station.....	J. Baillargeon.....	do	2	6	12	66	00
St. François Xavier de Viger and Viger.....	G. A. Legendre.....	Vehicle.....	6	3	12	82	48
St. Frédéric and Railway Station.....	A. W. Landrigan.....	On foot.....	13	1	6	15	00
St. Frédéric and St. Séverin de Beauvillage.....	E. Duchesne.....	do	13	6	12	25	00
St. Gabriel Station and Railway Station.....	A. Legault.....	Vehicle.....	4	12	12	130	00
St. Gédéon and St. Joseph d'Alma.....	A. Lacourcière.....	do	8	6	12	149	00
St. Gervais and Railway Station.....	W. Boisvert.....	Optional.....	11	1	12	200	00
St. Geneviève de Batiscan and Railway Station.....	L. N. Riendeau.....	On foot.....	5 1/2	6	12	82	48
St. Geneviève de Batiscan and St. Stanislas.....	E. Paré.....	Vehicle.....	6	3	12	60	00
St. George East and St. Prosper de Dorchester.....	F. Roy.....	do	9	6	12	56	00
St. Germain de Grantham and Railway Station.....	J. Bélanger.....	Horse or vehicle.....	11 1/2	3	9	179	00
St. Gervais and Railway Station.....	A. René.....	On foot.....	11 1/2	3	9	75	00
St. Gervais and St. Lazare.....	E. Côté.....	Optional.....	11 1/2	3	9	131	25
St. Gervais and St. Nérée.....	J. B. Bérubé.....	Foot or vehicle.....	11 1/2	3	9	35	00
St. Guillaume and St. Pie de Guire.....	J. Mercier.....	Optional.....	10	12	12	28	00
do	do	do	10	12	6	20	00
St. Hélène and Railway Station.....	T. Conet.....	Vehicle.....	10	12	12	25	00
St. Hérodine and Railway Station.....	J. Guillemette.....	do	10	6	12	48	00
St. Henri and Railway Station.....	A. Boucher.....	Optional.....	10	24	12	180	00
St. Henri and St. Isidore.....	F. Faurey.....	do	10	13	12	296	00
St. Henri de St. Lambert.....	G. Demers.....	Vehicle.....	4	6	12	90	00
St. Henri de Montréal and Railway Station.....	P. E. Clairvoux.....	On foot.....	4	36	9	75	00
St. Henri Station and Railway Station.....	A. Valiquet.....	do	5	36	3	156	00
St. Hermas and Railway Station.....	F. Martin.....	Vehicle.....	100 yds.	6	12	25	00
do	M. Grenier.....	do	33	6	6	156	00
St. Hilaire Station and St. Jean Baptiste de Rouville.....	P. Charon.....	do	33	6	6	474	00
St. Hilaire Station and Sorel.....	J. B. Feneuf.....	On foot.....	33	6	2	548	00
do	F. Robert.....	do	7	10	10	10	00
St. Hubert and Railway Station.....	do	do	7	10	10	58	33

## REPORT No. 2, B—Continued.

DETAIL of all payments for Mail Transportation in Quebec, made within the Year ended 30th June, 1886.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						\$ cts.
St. Hugues and St. Hyacinthe.....	E. Phanev.....	Vehicle.....	14	6	12 months.....	525 00
St. Hugues and St. Marcel.....	P. Gaumont.....	do.....	17 1/2	6	do.....	184 00
St. Hyacinthe and St. Pie.....	P. Lussier.....	do.....	14 1/2	6	(to June 30, 1885).....	118 75
St. Isidore and Railway Station.....	A. Trudeau.....	do.....	3 1/2	12	do.....	72 00
St. Isidore Junction and Railway Station.....	F. Baillargeon.....	Optional.....	17 yds.	12	do.....	12 00
St. Jeanvier and Railway Station.....	J. Jérôme.....	Vehicle.....	10 1/2	12	(from July 1, 1885).....	72 00
St. Jean de Dieu and Trois Pistoles.....	J. Dumont.....	Horse or vehicle.....	6	12	do.....	20 00
do.....	E. Rousseau.....	do.....	10 1/2	3	(to June 30, 1885).....	25 00
St. Jean de Matha and St. Michel des Saints.....	M. Godin.....	do.....	45	3	from do.....	141 00
do.....	J. B. Robitaille.....	do.....	45	1	(to Sept. 30, 1885).....	64 50
do.....	D. Poitras.....	do.....	45	2	(to Jan. 31, 1886).....	86 00
St. Jean Port Joli and Railway Station.....	E. Marchand.....	Optional.....	5	2	from do.....	36 50
St. Jérôme and Railway Station.....	do.....	do.....	10	12	do.....	160 00
do.....	J. Oumet.....	Vehicle.....	14	12	(to Dec. 31, 1885).....	39 00
St. Jérôme and Ste. Thérèse.....	J. Rachand.....	do.....	7	24	from do.....	26 00
St. Joachim and Warden.....	do.....	do.....	7	3	(to Dec. 31, 1885).....	235 00
do.....	A. Samoisette.....	Optional.....	6 1/2	3	(to July 31, 1885).....	28 00
St. John's and Railway Station.....	A. Marsan.....	do.....	8 1/2	12	from do.....	112 00
St. John's and St. Luc.....	A. M. White.....	do.....	8 1/2	3	do.....	100 00
St. John's and Sabrevois.....	A. Bouvier.....	do.....	14 1/2	3	do.....	80 00
St. Joseph de Sorel and Sorel.....	C. Castonguay.....	do.....	8	6	do.....	108 00
St. Lazare de Vaudeuil and Vaudeuil.....	A. Anctil.....	do.....	2	12	(to Aug. 31, 1885).....	48 00
St. Louise and Railway Station.....	M. Gagnon.....	Horse or vehicle.....	2 1/2	3	do.....	45 00
St. Luce and Railway Station.....	J. D. Rainville.....	Optional.....	13	12	do.....	50 00
St. Madeleine and Railway Station.....	C. Lantagne.....	Vehicle.....	15	12	do.....	150 00
St. Malachie and Standon.....	G. Poulin.....	Optional.....	15	6	(from Sept. 1, 1885).....	24 00
St. Marie de Monnoir and Railway Station.....	D. Rochon.....	Vehicle.....	4 1/2	12	do.....	194 00
St. Martine and Vaudeuil.....	W. Marchand.....	do.....	4 1/2	6	do.....	52 00
St. Martine and Railway Station.....	V. Demers.....	do.....	4 1/2	12	do.....	315 00
St. Martine and St. Urbain de Chateauguay.....	Z. Bergeron.....	do.....	3 1/2	6	(to Dec. 31, 1885).....	70 00
do.....	O. Darche.....	do.....	6	12	from do.....	101 25
St. Mathias and Village Richelieu.....	T. Leresque.....	Optional.....	6	3	do.....	32 50
St. Mathieu and St. Simon.....	J. Smith.....	Horse or vehicle.....	6	12	do.....	140 00
St. Moise and Railway Station.....	F. Nobert.....	Vehicle.....	19	6	do.....	90 00
St. Narcisse and Three Rivers.....	do.....	do.....	19	6	do.....	440 00



St. Norbert and Railway Station.....	S. Carpentier.....	do	9	6	12	do	290 00
St. Ours and St. Roch de Richelieu.....	J. B. Paquette.....	do	1	12	12	do	20 00
St. Pacôme and Railway Station.....	A. Hudon.....	Optional.	1	12	12	do	112 00
St. Patrick and Railway Station.....	L. O. Picard.....	Vehicle.....	4	12 & 24	2	do	137 50
St. Paul du Buton and St. Pierre Montmagny.....	E. Audette.....	do	17	3	9	do	142 50
do	A. Cloutier.....	do	17	3	3	do	47 50
St. Paul's Bay and St. Tite des Caps.....	F. Bouchard.....	do	26	6	6	do	624 00
St. Paul's Bay and St. Urbain.....	E. Fortin.....	Horse or vehicle.....	9	3	3	do	40 00
do	M. Gauthier.....	do	9	3	3	do	27 00
St. Paul's Bay and Wharf.....	C. Bouchard.....	Optional.....	3	As req.	Season 1885	302 00	
St. Philippe de Néry and Railway Station.....	F. Deschêné.....	On foot.....	3	12	12 months	do	40 00
St. Philippe Railway Station and Stonefield.....	J. Fletcher.....	Vehicle.....	9	6	12	do	280 00
St. Philomène and Railway Station.....	J. B. Damour.....	do	2	6	12	do	145 00
St. Pie and Railway Station.....	M. Drolette.....	Optional.....	10	3	12	do	28 50
St. Pierre les Bequets and Ste. Sophie de Lévis.....	D. Fournier.....	do	10	3	12	do	125 00
St. Pierre Montmagny and Railway Station.....	N. Samson.....	do	2	12	12	do	80 00
St. Placide and Ste. Scholastique.....	A. Gratton.....	do	13	6	12	do	300 00
St. Polycarpe and Railway Station.....	F. Lavergne.....	Vehicle.....	5	12	12	do	52 00
St. Polycarpe and St. Téléphone.....	L. Daoust.....	do	5	6	12	do	180 00
St. Raphaël and Railway Station.....	F. X. Bernard.....	do	6	12	12	do	72 00
St. Raymond and Railway Station.....	H. Pelletier.....	do	1	12	12	do	40 00
St. Régis and Cornwall.....	R. Tyre.....	Optional.....	6	2	12	do	60 00
St. Rémi de Tingwick and Warwick.....	N. Champagne.....	Vehicle.....	13	6	12	do	396 00
St. Robert and Railway Station.....	L. Poirier.....	do	2	12	12	do	100 00
Ste. Rose and Railway Station.....	A. E. Léonard.....	do	8	1	4	do	72 00
St. Samuel de Gayhurst and Valletort.....	L. Tanguay.....	Horse or vehicle.....	8	1	4	do	8 33
do	do	do	8	2	8	do	33 33
St. Sauveur de Québec and Street Letter Boxes.....	W. Saucier.....	Optional.....	1	24	12	do	196 00
St. Scholastique and Railway Station.....	J. Souche.....	Vehicle.....	1	12	12	do	40 00
St. Sébastien and Venice.....	T. Hunter.....	Horse or vehicle.....	3	2	12	do	48 00
St. Simon and Railway Station.....	J. B. Martin.....	Optional.....	1	12	12	do	48 00
Ste. Sophie de Lacorne and Railway Station.....	U. Levesque.....	do	1	12	6	do	24 00
Ste. Sophie and Somerset.....	S. Cloutier.....	Vehicle.....	7	3	3	do	15 00
St. Stanislas de Kostka and Valleyfield.....	E. Sauvé.....	do	7	6	2	do	48 00
do	do	do	7	6	2	do	33 00
do	do	do	7	6	6	do	125 00
Ste. Thècle and St. Tite.....	E. Cardinal.....	do	9	3	12	do	145 00
Ste. Théodose and Verchères.....	J. B. Magnan.....	Horse or vehicle.....	9	3	12	do	78 00
Ste. Thérèse and Railway Station.....	L. N. Handfield.....	Vehicle.....	6	3	12	do	80 00
St. Tite and Railway Station.....	F. Boismenu.....	do	24	6	12	do	90 00
St. Valentin and Stotville.....	G. Lahaye.....	do	6	6	12	do	72 00
St. Valère de Bulstrode and Railway Station.....	F. Hébert.....	Optional.....	3	3	5	do	30 00
St. Valier and Railway Station.....	J. Lambert.....	Vehicle.....	4	6	12	do	96 00
Ste. Victoire and Sorel.....	A. Bélanger.....	Horse or vehicle.....	3	3	12	do	140 00
St. Vincent de Paul and Railway Station.....	C. E. Germain.....	do	9	18	6	do	32 41
do	do	do	12	5	5	do	18 33
St. Sacré Cœur de Marie and Railway Station.....	J. Vallière, junr.....	do	6	6	12	do	114 32
Sand Point and Shawville.....	D. Wilson.....	Horse or vehicle.....	11	6	12	do	313 00
Savage's Mills and Railway Station.....	H. T. Tamlin.....	Foot or vehicle.....	6	6	12	do	48 00



## REPORT No. 2, B—Continued.

DETAIL of all payments for Mail Transportation in Quebec, made within the Year ended 30th June, 1886.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						\$ cts.
Sayabec and Railway Station.....	H. Boulay.....	On foot.....	60 yds.	12	10 months (from June 1, 1885).....	15 00
Scott Junction and Railway Station.....	G. Garon.....	Optional.....	60 yds.	12	do.....	50 00
Scotstown and Railway Station.....	R. Scott.....	do.....	1	12	do.....	40 00
Scotstown and West Ditton.....	J. B. Brousseau.....	Vehicle.....	12	6	do.....	180 00
Shawenagan and Three Rivers.....	J. B. Lapolice.....	do.....	21	6	do.....	275 00
Sheffington and West Sheffield Railway Station.....	A. Potvin.....	Optional.....	4	6	do.....	90 00
Sheffington and Railway Station.....	S. J. Foss.....	do.....	1	36	do.....	150 00
Sherbrooke and Railway Station.....	M. Biron.....	Vehicle.....	9 1/2	2	do.....	104 00
Sherbrooke and Stoke Centre.....	R. A. Biron.....	do.....	2 1/2	36	do.....	75 00
Sherbrooke and Street Letter Boxes.....	do.....	do.....	3	36	do.....	85 41
do.....	do.....	do.....	3	12	do.....	18 75
Sherbrooke and Sherbrooke, East.....	J. C. Martin.....	do.....	3 & 3	7 & 18	do.....	175 00
Sherbrooke, Sherbrooke, East and Street Letter Boxes.....	B. Vautrin.....	do.....	2 1/2	6	do.....	100 00
Sherrington and Railway Station.....	C. Brown.....	Optional.....	1 1/2	6	do.....	42 00
Sillery Cove and Spencer Cove.....	W. T. Knight.....	do.....	1 1/2	12	do.....	16 00
Smith's Mills and Railway Station.....	P. Lavallée.....	Vehicle.....	1 1/2	12	do.....	120 00
Sorel and Railway Station.....	A. Vallée.....	do.....	9 1/2	6	do.....	300 00
South Ham and Railway Station.....	J. Ritchie.....	do.....	200 yds.	36	do.....	150 00
South Quebec and Railway Station.....	L. H. Knowlton.....	do.....	1 1/2	6	do.....	26 00
South Stukely and Railway Station.....	M. A. McLean.....	Optional.....	9	12	do.....	40 00
Spring Hill and Railway Station.....	P. Legendre.....	Vehicle.....	9	6	do.....	313 00
Spring Hill and Stornoway.....	A. McDonald.....	Optional.....	6	12	do.....	40 00
Stagsburn and Upper Wakefield.....	N. Marindale.....	do.....	3	2	do.....	48 00
Stanbridge East and Stanbridge Ridge.....	J. M. Dorion.....	do.....	3	12	do.....	7 00
Stannerville and St. Philippe Railway Station.....	F. X. Deschamps.....	Horse or vehicle.....	240 yds.	2	do.....	50 00
Stoneham and Tewkesbury.....	F. Jenne.....	Optional.....	7 1/2	12	do.....	44 00
Sutton and Railway Station.....	A. W. Westner.....	do.....	10	12	do.....	30 00
Sutton Junction and Railway Station.....	G. T. Batchelder.....	Vehicle.....	1 1/2	12	do.....	64 00
Sweetstabs and Railway Station.....	do.....	do.....	1 1/2	12	do.....	do
Tadousac and Wharf.....	P. Marquis.....	Optional.....	1	As req.	Season, 1885.....	47 40
Templeton and Railway Station.....	O. Hagan.....	do.....	1 1/2	6	12 months.....	38 00
Terrebonne and Railway Station.....	E. Brère.....	do.....	1 1/2	6	do.....	80 00
Theford Mines and Railway Station.....	S. Blondeau.....	On foot.....	150 yds.	12	do.....	30 00
Three Rivers and Railway Station.....	O. Godin.....	Vehicle.....	1 1/2	26	17 dys. (to May 17, '85).....	41 96



REPORT No. 2, B—Continued.

DETAIL of all payments for Mail Transportation in Quebec, made within the Year ended 30th June, 1886.  
CONVEYANCE OF MAILS BY STEAMBOATS AND SAILING VESSELS.

Name of Route.	Name of Contractor.	Dis- tance in Miles.	No. of Trips per Week.	Period.	Amount. \$ cts
Bagotville, Chicoutimi and Quebec .....	St. Lawrence Steam Navigation Co. . . . .	235	As required.	Season, 1885.....	4,500 00
Carillon and Lachine .....	Ottawa River Navigation Co. ....	44	6	do .....	453 33
Cauognawaga and Lachine.....	J. Delisle .....	14	12	12 months .....	313 00
Ottau Landing and Valleyfield .....	Lake St. Francis Tow Boat Co. ....	6	12	Season, 1885 (see land service) ..	125 00
Esquimaux Point and Rimouski.....	Fraser and Holliday .....	284	Fortnightly.	do .....	2,500 00
Gaspé Basin and North Shore of River St. Lawrence ..	E. Adams.....	356	2	do .....	1,050 00
Gaspé Basin, Anticosti and Mingan.....	J. & E. Collas .....	.....	.....	Special trip. ....	400 00
Laprairie and Montreal.....	Laprairie Navigation Co. ....	9	6	Season, 1885.....	173 00
Lévis and Quebec.....	Quebec and Lévis Ferry Co. ....	1	24	12 months.....	416 64
do .....	do .....	1	12	12 do .....	180 00
Leurdes du Blanc Sablon and Natashquan.....	A. E. Joncas .....	220	.....	3 trips .....	60 00
Magdalen Islands, &c., and Pictou, N.S.....	J. Holliday .....	180	1	(in excess of subsidy) .....	2,200 00
Magdalen Islands and Souris, P.E.I.....	F. W. Bullock .....	.....	.....	3 special trips .....	1,390 00
Montreal and Quebec.....	Richelieu and Ontario Navigation Co. ....	180	6	Season, 1885.....	1,200 00
Rimouski Wharf and Ocean Steamers.....	Intercolonial Railway.....	.....	As required..	Seasons 1884 and 1885.....	13,400 00
				Total.....	\$27,360 97

A. CAMPBELL,  
Postmaster-General.

H. A. WICKSTEED,  
Accountant.



REPORT No. 2, B—Continued.

DETAIL of all payments for Mail Transportation in Quebec, made within the Year ended 30th June, 1886.  
CONVEYANCE OF MAILS BY RAILWAYS.

Name of Railway.	Distance in Miles.	No of Trips per Week.	Period.	Amount.
Canadian Pacific Railway (within Quebec; including N. S. Railway, 201 miles, from September 21, 1885).....	362½	6 & 12	12 months (to March 31, 1886) .....	\$ cts. 13,929 59
C. & P. River and Massawippi Valley Railway .....	36	6	12 do do .....	1,971 90
Central Vermont Railway (including Waterloo and Magog Railway, from July 1, 1885).....	88	12	12 do do .....	5,398 24
Grand Trunk Railway (main line within Quebec).....	405½	With such frequency as may be required by the Post Office, from the trains run .....	12 do do .....	64,880 00
Grand Trunk Railway (within Quebec).....	.....	.....	Special trips with British mails .....	3,488 60
Grand Trunk Railway (Montreal Division; including N. S. Railway, 201 miles, to September 19, 1885).....	255	6 & 12	12 months (to March 31, 1886) .....	7,407 42
Great Northern Railway .....	8	6	6 do do .....	71 88
Intercolonial Railway (within Quebec).....	303	With varying frequency over different sections of the line .....	12 do do .....	39,390 00
International Railway.....	69	6	12 do do .....	2,591 61
Quebec Central Railway .....	139	6	12 do do .....	7,161 44
Quebec and Lake St. John Railway .....	36	6	12 do do .....	2,461 76
South-Eastern Railway .....	172	6	12 do do .....	9,839 56
Waterloo and Magog Railway .....	20	6	3 do (to June 30, 1885) .....	249 60
			Total .....	\$158,824 03

H. A. WICKSTEED,  
Accountant.

A. CAMPBELL,  
Postmaster-General.

REPORT No. 2, B—*Concluded*—DETAIL of all payments for making and repairing Mail Bags, Mail Locks, &c., in Quebec, made within the Year ended 30th June, 1886.

Tradesmen's Names.	Particulars of Disbursements.	Amount.	
		\$	cts.
S. & H. Borbridge. ....	Mail bags, labels, &c., for Post Office Department .....	2,994	01
R. S. Montgomery. ....	Mail bags, rivet seals, &c., for do .....	1,382	58
G. Bailey. ....	Brass mail locks for Post Office Department .....	11	35
Pritchard & Mingard. ....	Mail bag labels for do .....	63	59
E. Chanteloup. ....	Brass mail locks for Post Office Inspector, Montreal ...	101	50
Smith & Egge Manufacturing Co..	do do do .....	21	00
P. O'Donoghue. ....	Mail bag and repairs for do do .....	6	00
E. Chanteloup. ....	Brass mail locks for do Quebec.....	141	50
C. Corneil & Son ....	Repairing mail bags for do do .....	60	70
T. C. Dupuis. ....	do do do .....	12	44
E. Chanteloup. ....	Brass mail locks for Postmaster, Montreal.....	613	25
P. O'Donoghue.....	Repairing mail bags for do do .....	1,433	41
H. Martel. ....	do do Murray Bay.....	0	70
O. L. Richardson & Sons. ....	Sheepskins for labels do Quebec. ....	10	00
C. Corneil & Son. ....	Repairing mail bags do do .....	0	90
E. Pouré. ....	do do St. Jean .....	7	50
H. S. Hunter. ....	do do Stanstead .....	1	00
F. Russière. ....	do do Warwick .....	0	30
Total.....		\$6,861	73

A. CAMPBELL,  
Postmaster-General.

H. A. WICKSTEED,  
Accountant.

## PROVINCE OF NOVA SCOTIA.

## REPORT No. 2, C.

DETAIL of all payments for Mail Transportation in Nova Scotia, made within the Year ended 30th June, 1886.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						\$ cts.
Abercrombie and New Glasgow.....	W. Munro.....	Horse or vehicle.	5	2	12 months.....	68 00
Acadia Mines and Bass River.....	J. W. Davison.....	do	14	3	do	197 48
Acadia Mines and Londonderry Station.....	J. M. Bigny.....	do	22	24	do	210 00
Addington Forks and Keppoch.....	D. Campbell.....	Vehicle.....	7	1	(to Dec. 31, 1885).....	37 50
do	do	do	7	3	from do	15 00
Advocate Harbor and Apple River.....	J. M. Ward.....	do	10	6	(to June 30, 1885).....	345 00
Afton and Bayfield.....	T. W. Taylor.....	Horseback.....	2 1/2	6	do	21 75
do	do	do	2 1/2	6	from do	72 75
Afton and Guysboro' Intervale.....	W. G. Aikins.....	Vehicle.....	15	1	(to June 30, 1885).....	72 72
Afton and Railway Station.....	G. H. Irish.....	Optional.....	100 yds.	12	do	12 50
do	M. Connor.....	do	1	9	from do	48 75
Albert Bridge and Horn's Road.....	H. Horn.....	do	4	3	do	20 00
Alderney and Petite de Grat.....	W. Landry.....	Horse or vehicle.	2	12	do	50 00
Alder Point and Little Bras D'Or.....	S. Plant.....	do	6	7	(from Sept. 1, 1885)...	20 41
Alton and Railway Station.....	T. Lindsay.....	On foot.....	75 yds.	1	do	20 00
Amherst and Amherst Point.....	L. B. Stewart.....	Optional.....	4 1/2	3	do	67 00
Amherst and Fenwick.....	W. Pipes.....	Horse or vehicle.	6	1	do	32 00
Amherst and Hastings.....	E. Chapman.....	Vehicle.....	6	1	(to Dec. 31, 1885).....	30 00
do	R. Chapman.....	do	20	3	from do	10 00
Amherst and Linden.....	K. Hunter.....	Horse or vehicle.	6	1	do	210 00
Amherst and Little River.....	D. M. Quigley.....	do	22 1/2	12	do	145 00
Amherst and Railway Station.....	M. Hillson.....	On foot.....	1	2	do	400 64
do (with P. E. I. mails).....	A. Purdy.....	do	1	As req.	Part of seasons 1884-85 & 1885-86.	69 75
Annapolis and Digby.....	E. Gates.....	Horse or vehicle.	21	6	12 months.....	499 00
Annapolis and Granville Ferry.....	H. M. Irvine.....	Optional.....	1	6	do	125 00
Annapolis and Liverpool.....	G. & E. Stailing.....	Vehicle.....	67	6	do	2,399 00
Annapolis and Perrott Settlement.....	N. Dargie.....	Horse or vehicle.	9	1	do	45 00
Annapolis and Railway Station.....	A. W. Corbitt.....	On foot.....	1	12	do	112 00
Annapolis and Saw Mill Creek.....	R. Harris.....	Horse or vehicle.	3 1/2	3	(to June 30, 1885).....	17 00
do	do	do	3 1/2	3	from do	52 60
Annapolis and Stoddart's.....	J. Gormley.....	do	31	1	do	140 00
Antigonish and Arisaig.....	J. Gillis.....	Vehicle.....	17	1	do	64 00



## REPORT No. 2, C.—Continued.

DETAIL of all payments for Mail Transportation in Nova Scotia, made within the Year ended 30th June, 1886.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						\$ cts.
Antigonishe and Georgeville .....	R. McDonald .....	Vehicle .....	44 r. t.	4	12 months .....	398 00
Antigonishe and Glen Uig .....	do .....	Horse or vehicle .....	7	1	12 do .....	30 00
Antigonishe and Hallowell Grant .....	H. Dunn .....	do .....	7	1	12 do .....	52 00
Antigonishe and Railway Station .....	W. G. Cunningham .....	Vehicle .....	40	12	12 do .....	95 00
Antigonishe and Sherbrooke .....	M. McGrath .....	do .....	22	6	12 do .....	1,092 00
Antigonishe and South End Lochaber .....	T. McAmis .....	do .....	22	2	12 do .....	1,193 00
Antigonishe Harbor (South side) and Lower Settle ment, South River .....	J. Kiely .....	Horse or vehicle .....	4½	2	12 do .....	38 00
Anthony's Line and Scotch Village .....	H. T. Cochran .....	Vehicle .....	11 r. t.	2	12 do .....	55 00
Antrim and Gay's River .....	J. Carroll .....	do .....	16 r. t.	2	12 do .....	54 75
do .....	J. H. Taylor .....	do .....	16 r. t.	2	9 do .....	13 75
do .....	W. W. Coffin .....	Horse or vehicle .....	4	1	3 do .....	2 87
Arcadia and East Chebogue .....	do .....	do .....	4	2	1 do .....	35 00
do .....	A. McDonald .....	Optional .....	3	1	10 do .....	16 68
do .....	M. Harvey .....	Vehicle .....	22	2 & 3	4 do .....	95 00
do .....	A. J. Nickerson .....	do .....	22	3	9 do .....	30 00
do .....	do .....	Optional .....	6	3	3 do .....	8 75
Ardeness and Lismore .....	E. Murphy .....	do .....	2½	1	12 do .....	19 00
Ardoise Hill and Newport Station .....	F. & D. Fennelly .....	Horse or vehicle .....	5	4	Season, 1885 .....	40 00
Argyle and Argyle Head .....	A. McDonald .....	Vehicle .....	3	3	12 months .....	80 00
Argyle Sound and Lower Argyle .....	C. LeNoir .....	Boat or vehicle .....	4	6	70 do .....	70 00
Aricchat and Petite de Grat .....	C. McDonald .....	Horse or vehicle .....	3	6	25 do .....	25 00
Aricchat and Robins .....	C. McGillivray .....	Optional .....	4	1	Season, 1885 .....	28 00
Aricchat and West Arichat .....	J. C. Taylor .....	do .....	4	12	12 months .....	65 00
Asdale and Glen Road .....	H. McMillan .....	do .....	12	12	12 do .....	50 00
Athol and Railway Station .....	A. F. Robertson .....	On foot .....	12	12	12 do .....	25 00
Auld's Cove and Railway Station .....	J. B. Newcomb .....	Optional .....	12	12	12 do .....	100 00
Avondale Station and Railway Station .....	do .....	do .....	12	12	12 do .....	30 00
Avonport and Avonport Station .....	J. Franey .....	Vehicle .....	12 yds.	1	12 do .....	294 72
Avonport Station and Railway Station .....	A. D. Nichols .....	do .....	60	1	12 do .....	57 00
Aylesford and Bridgewater .....	W. Dodge .....	do .....	20 r. t.	2	9 do .....	120 00
Aylesford and Harmony .....	J. Redgate .....	do .....	22 r. t.	2	3 do .....	32 50
Aylesford and Morden .....	I. Foster .....	do .....	2	6	12 do .....	66 00
do .....	C. A. Williamson .....	do .....	1	13	12 do .....	60 00
Aylesford and Palmer's Road .....						
Aylesford and Railway Station .....						

Baccaro and Port La Tour.....	W. P. Snow	Optional.....	3	2	12	do	39 00
Back Meadows and Poplar Hill.....	J. Morrison.....	do	3	2	12	do	30 00
Baddeck and Big Bras D'Or.....	G. Fraser.....	Horse or vehicle.	26	2	12	do	549 00
Baddeck and Boom.....	H. Campbell.....	Optional.	24	2	12	do	298 00
Baddeck and Grand Narrows.....	F. McNeill.....	Vehicle.....	12	1	12	do	45 83
Baddeck and New Campbellton.....	P. McDonald.....	do	30	3	12	do	597 00
Baddeck and Rear of Baddeck Bay.....	J. McKay.....	Horse or vehicle.	8	1	12	do	48 00
Baddeck and Upper Settlement Baddeck River.....	J. McLeod.....	do	16	2	12	do	74 00
Baddeck and Upper Settlement Middle River.....	G. Ingraham.....	do	19	2	12	do	95 00
Baddeck Bay and Plaister Mines.....	H. Fraser.....	Optional.....	4	2	12	do	27 00
Baddeck River, North Branch, and Forks, Baddeck.....	M. McInnes.....	On foot.....	2	1	3	do	3 75
do	do	do	3	2	9	do	22 50
Baie Verte and Linden.....	G. Hunter.....	Optional.....	21	3	2	do	34 93
do	do	do	21	3	2	do	34 93
do	S. Moore.....	do	21	3	2	do	120 00
Bailey's Brook and Railway Station.....	D. McLean.....	Vehicle.....	4½	6	12	do	40 00
Baker Settlement and Greenfield.....	A. Turner.....	Horse or vehicle.	8 & 5	2 & 1	5	do	105 00
do	do	do	8 & 5	3 & 1	7	do	41 16
Balmoral Mills and The Falls.....	A. McKay.....	do	2	1	3	do	73 64
Banks of Broad Cove and Strathlorne.....	R. McDougall.....	do	4	1	3	do	36 66
do	L. McDougall.....	do	4	1	9	do	3 75
Barney's River and Marsh.....	G. Campbell.....	do	18 r. t.	1	12	do	11 25
Barney's River and Railway Station.....	D. R. McKenzie.....	do	30 r. t.	6	12	do	38 96
Barrington and Port Clyde.....	O. L. Davison.....	Vehicle.....	4	6	12	do	119 00
Barrington and Pubnico Beach.....	J. McComisky.....	Horse or vehicle	22	6	5	do	260 00
Barrington and Upper Wood Harbor.....	J. Stanley.....	Vehicle.....	19	6	7	do	190 00
Barrington Passage and Cape Sable Island.....	T. Robertson.....	Optional.....	1½	6	12	do	167 41
Barrio's Beach and Big Tracadie.....	J. Boudrot.....	do	4	3	12	do	275 00
Barrs' Corner and Chesley's Corner.....	J. Jefferson.....	Horse or vehicle.	27	2 & 1	12	do	50 00
Bars' Corner and Mahone Bay.....	J. DeLong.....	Vehicle.....	13	2	12	do	60 00
Basin River Inhabitants and Lower River Inhabitants.....	J. A. McCarthy.....	Horse or vehicle.	3	2	12	do	79 00
Basin River Inhabitants and McNamara's Island.....	E. McNamara.....	On foot.....	2	2	12	do	28 00
Battery Hill and New Garlock.....	R. McLeod.....	Horse or vehicle	7	3	12	do	30 00
Battery Hill and Railway Station.....	P. A. Grant.....	On foot.....	750 yds.	12	12	do	105 00
Baxter's Harbor and Sheffield Mills.....	W. E. Harris.....	Vehicle.....	50	1	12	do	60 00
Bay St. Lawrence and Ingonishe.....	A. S. McDonald.....	do	7	2	12	do	43 60
Bay St. Lawrence and Meat Cove.....	J. McIntosh.....	do	7	2	12	do	495 00
Bear River (West Side) and Deep Brook.....	J. H. McClelland.....	Horse or vehicle.	11	10 & 2	12	do	55 00
Bear River (West Side) and Digby.....	G. Grant.....	Vehicle.....	10	6 & 3	12	do	230 00
Beaulieu and Black River.....	L. L. Hamilton.....	Optional.....	2½	1	6	do	150 00
Beaver Bank and Middle Sackville.....	W. Lively.....	Horse or vehicle.	8	2	12	do	7 50
Beaver Bank and North Beaver Bank.....	D. Hallisey.....	On foot.....	12 yds.	13	12	do	291 48
Beaver River Corner and Cedar Lake.....	A. Porter.....	Vehicle.....	13 r. t.	1	12	do	95 00
Bedford Basin and English Corner.....	W. A. Schmidt.....	Horse or vehicle.	9½	2	9	do	55 00
do	N. Melvin.....	do	9½	3	3	do	117 00
Bedford Basin and Railway Station.....	W. McKenzie.....	On foot.....	100 yds.	42	12	do	38 50
Beechmont and North-West Arm.....	G. K. Ball.....	Horse or vehicle.	4	2	12	do	100 00
							38 00



## REPORT No. 2, C—Continued.

DETAIL of all payments for Mail Transportation in Nova Scotia, made within the Year ended 30th June, 1886.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						\$ cts.
Belmont and Railway Station.....	T. Lindsay .....	Optional.....	1 1/2	6	7 months (to Oct. 31, 1885).....	35 00
do do.....	do.....	do.....	22 1/2 r. t.	12	5 do from.....	50 00
Berwick and Buckley's.....	J. C. Power .....	Horse or vehicle.....	14 r. t.	2	12 do.....	149 00
Berwick and Norristown.....	G. E. Prim .....	do.....		1	12 do.....	36 00
Berwick and Railway Station.....	W. Shaw .....	Vehicle.....	11 1/2	6	12 do.....	32 00
Berwick and Tancook Island.....	G. Collins .....	Horse or vehicle.....	2 1/2	2	12 do.....	100 00
Berwick Railway Station and Harborville.....	G. W. Kinsman.....	do.....	17 1/2	4	12 do.....	70 00
Berwick Railway Station and Somerset.....	P. Coady .....	do.....	31	3	12 do.....	195 00
Big Intervale, Margaree and Margaree Forks.....	D. L. McLean.....	Optional.....	16	2	12 do.....	55 00
Big Island and Merigomish.....	R. Martin.....	Vehicle.....	3 1/2	1	12 do.....	349 00
Big Lorraine and Sydney.....	J. McGillivray.....	Optional.....	3	1	12 do.....	15 00
Big Marsh and Lower Hallowell Grant.....	A. M. Lellan.....	Vehicle.....	6	1	12 do.....	18 00
Big Marsh and Maryvale.....	A. Gillis .....	Horse or vehicle.....	12	2	12 do.....	25 00
Big Pond and Rear of Ben Eriu.....	A. Morrison .....	do.....	12	2	12 do.....	90 00
Big Pond and Salem Road.....	G. Harding .....	Optional.....	12	1	12 do.....	50 00
Big Port Le Bear and Sable River.....	W. Gerion.....	On foot.....	100 y ds.	1	12 do.....	40 00
Big Tracadie and Railway Station.....	E. Cady .....	do.....		4	12 do.....	20 00
Big Tracadie and Upper Big Tracadie.....	J. J. Gregory.....	Optional.....	4	1	12 do.....	24 00
Birchtown and Church Over.....	M. Phinney.....	Vehicle.....	6	2	6 do.....	42 00
Black Rock and Parrsboro.....	J. McLennan.....	do.....	14	2	6 do.....	72 50
Blackland Road and New Glasgow.....	D. Fraser .....	Horse or vehicle.....	14	2	6 do.....	80 00
do do.....	F. G. Thomas.....	Vehicle.....	17	2	6 do.....	40 00
Blanche and Cape Negro.....	F. Link .....	do.....	4	2	12 do.....	278 60
Blandford and Hubbard's Cove.....	J. Pearl .....	Horse or vehicle.....	17	3	12 do.....	38 00
Blandford and Tancook Island.....	E. J. Loomer .....	Vehicle.....	4	1	12 do.....	199 04
Blomidon and Canning.....	A. Kennedy .....	Horse or vehicle.....	7 1/2	6	12 do.....	25 00
Blomidon and Lower Blomidon.....	H. R. Jones .....	do.....	2 1/2	2	12 do.....	20 83
Blomfield and Main Post Road.....	J. E. Hunt.....	do.....	5	1	12 do.....	40 00
Blue Rock and Lunenburg.....	D. McIntyre.....	do.....	6	1	12 do.....	4 99
Boisdale, Barrachois and Boisdale Chapel.....	L. McDougall.....	Vehicle.....	15	1	6 do.....	30 00
Boom and Whycocomagh.....	J. McDougall.....	do.....	20	1	6 do.....	25 50
do do.....	J. Day .....	do.....	7	2	3 do.....	289 00
Boulardie and Little Bras d'Or.....	O. Munro.....	do.....	7	2	3 do.....	15 00
Boulardie and Point Clear.....	do.....	do.....	7	2	3 do.....	57 27
do do.....	do.....	do.....	50 r. t.	3	3 do.....	99 50
Boylston and Pirate Harbor.....	W. H. McKeough.....	do.....				





## REPORT No. 2, C.—Continued.

DETAIL of all payments for Mail Transportation in Nova Scotia, made within the Year ended 30th June, 18 6.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount
						\$ c p.
Canso and Guysboro' .....	G. W. Scott .....	Horse or vehicle.	32	6	12 months	1,090 00
Cape George and Georgetown .....	A. Melsaac .....	do	20 r. t.	1	3 do (to June 30, 1885) .....	12 00
do .....	L. Melsaac .....	do	20 r. t.	1	9 do from do .....	30 00
Cape Le Ronde and Rocky Bay .....	C. Doyle .....	Optional .....	3	2	10 do (from June 1, 1885) .....	25 00
Cape Negro Island and North-East Harbor .....	J. R. King .....	Horse or vehicle.	3	2	10 do (to June 30, 1885) .....	19 75
do .....	do .....	do	3	2	9 do from do .....	41 25
Cape North and Dingwall .....	M. McAskill .....	Optional .....	4½	2	12 do	65 00
Cape Sable Island and Clarke's Harbor .....	J. O. McGray .....	Horse or vehicle.	20 r. t.	6	7 do (to Oct. 31, 1885) .....	163 33
do .....	T. W. Covert .....	do	20 r. t.	6	5 do from do .....	156 00
Carriboe Gold Mines and Upper Musquodoboit .....	A. Burnett .....	Vehicle .....	19½ r. t.	2	12 do	64 00
Carroll's Corner and Elmsdale .....	J. Carroll .....	do .....	3½	1	12 do	24 00
Catalone and Catalone Gut .....	A. McDougall .....	Optional .....	14	3	12 do	125 00
Catalone and Little Lorraine .....	H. McIntyre .....	do	4	2	12 do	29 00
Gatalone and New Boston .....	J. MacDonald .....	Horse or vehicle.	20½ r. t.	3	3 do (to June 30, 1885) .....	33 10
Centerville and Hall's Harbor .....	G. Boylen .....	do	18 r. t.	1	9 do from do .....	82 50
do .....	B. Kirby .....	do	4	1	12 do	20 00
Chance Harbor and Pictou Landing .....	D. Cameron .....	Optional .....	6	1	12 do	25 00
Chapman Settlement and Head of Amherst .....	J. Greens .....	Horse or vehicle.	12 r. t.	2	1 do (to April 30, 1885) .....	7 50
Cheboque Point and Yarmouth .....	J. D. Archibald .....	do	12 r. t.	3	11 do from do .....	123 75
do .....	do .....	do	9	1	12 do	40 00
Chelsea and Pleasant River .....	D. H. Waterman .....	do	46	2	12 do	6 00
Chester and Kentville .....	R. L. Bishop .....	do	35	2	12 do	370 00
Chester and Windsor .....	R. Robinson .....	do	9	2	12 do	44 00
Cheverie and Kennetcook .....	J. A. Sangford .....	do	18	6	12 do	396 00
Cheverie and Newport .....	A. S. McLean .....	do	12	3	12 do	155 00
Cheverie and Walton .....	J. W. Morris .....	Vehicle .....	34	3	12 do	140 00
Chignecto and Macaan .....	M. B. Harrison .....	Optional .....	7	1	3 do (from Jan. 1, 1886) .....	7 00
Chinney Corner and Dunvegan .....	L. M. McPherson .....	Horse or vehicle	18 r. t.	2	9 do (to Dec. 31, 1885) .....	52 50
Chipman's Brook and Lakeville .....	J. Kirby .....	Vehicle .....	18 r. t.	2	3 do from do .....	20 00
do .....	do .....	do	29	2	12 do	375 00
Christmas Island and East Bay .....	R. R. McDonald .....	do	34	2	3 do (to June 30, 1885) .....	6 50
Christmas Island and Grand Narrows .....	D. McNeil .....	Optional .....	3	1	12 do	20 00
Churchville and Monville .....	J. Urquhart .....	Horse or vehicle	6	3	9 do (to Dec. 31, 1885) .....	40 00
Churchville and New Glasgow .....	K. McMillan .....	Vehicle .....	6	3	9 do from do .....	18 50
do .....	J. Robertson .....	do	6	3	9 do	18 50



Glaremont and River Philip.....	W. G. Phillips .....	Optional .....	3	2	12	do	21 72
Clark's Road and Louisburg.....	A. McLean..	Horse or vehicle.	4½	1	12	do	39 00
Clementsport and Clementsvale.....	G. G. Hicks .....	Optional .....	4	3	12	do	58 00
Cloverdale and Middle Stewiacke.....	W. W. Winton.....	Horse or vehicle.	7	2	12	do	60 00
Clyde River and Gunning Cove.....	F. G. Nichol .....	do .....	20	3	6	do	123 00
do .....	A. E. Mack..	do .....	20	3	6	do	112 00
do .....	E. Sutherland.....	do .....	25	1	6	do	51 40
Clyde River and Upper Clyde River .....	do .....	do .....	25	1	6	do	45 50
do .....	J. Reynolds.....	do .....	5	1	12	do	16 00
Cognam River and Kennetcook.....	H. Porter.....	On foot.....	60 yds.	12	12	do	28 00
Goldbrook Station and Railway Station.....	C. Gay.....	Vehicle .....	5	1	12	do	30 00
Coldstream and Gay's River .....	J. D. Lombard.....	do .....	2	12	12	do	195 00
Conceauville and Railway Station.....	A. Snyder .....	Horse or vehicle.	5	1	12	do	40 00
Conquerall Bank and Conquerall Mills .....	A. Melanson .....	Vehicle .....	14	1	5	do	28 33
Corberrie and Weymouth Bridge.....	do .....	do .....	1½	2	7	do	79 33
Cow Bay and Mira Gut.....	E. Phalen.....	do .....	25 r. t.	1	12	do	99 00
Cow Bay and Sydney .....	J. O'Callaghan .....	do .....	28	6	6	do	193 50
do .....	do .....	do .....	23½	2	12	do	203 00
Corbeath and Sydney .....	R. Martin.....	Optional.....	3	2	12	do	25 00
Cranton Section and Middle Section, N. E. Magaree.....	J. A. Cranton.....	do .....	2½	2	6	do	10 00
do .....	M. Ethridge.....	do .....	2½	3	2	do	6 66
do .....	do .....	do .....	2½	3	2	do	5 00
Gross Roads Country Harbor and Goshen.....	J. G. Sinclair.....	Horse or vehicle.....	10	1	12	do	35 48
Gross Roads Country Harbor and Guysboro' .....	E. H. Curritt .....	do .....	24	3	12	do	380 00
Culloden and Digby .....	C. E. Turnbull .....	do .....	17½ r. t.	1	12	do	47 00
Dalhousie Settlement and Durham.....	H. McKay .....	Vehicle.....	11	2	12	do	89 00
Dartmouth and Halifax.....	J. E. Leadley.....	Optional .....	1½	19	12	do	105 52
Dartmouth and Montague Gold Mines.....	F. W. Cooper.....	Horse or vehicle.....	7	1	10	do	41 66
do .....	do .....	do .....	7	3	2	do	20 00
Dartmouth and South East Passage.....	J. A. Shiers .....	Vehicle .....	6	1	12	do	52 00
Dartmouth and West Chezzetcook.....	W. H. Isnar.....	Horse or vehicle .....	48 r. t.	1	12	do	160 00
Dean and Shubenacadie .....	G. Hamilton.....	Vehicle .....	38	6	12	do	1,558 00
Debert Station and Folly Mountain.....	R. English.....	do .....	17½ r. t.	3	12	do	285 36
Debert Station and Mastown.....	P. Fulmer .....	Horse or vehicle.....	4	3	12	do	53 00
Dennistown and Judique.....	A. Gillis .....	do .....	7½	1	12	do	30 00
Descouse and Lennox Ferry.....	N. McDonald.....	Vehicle .....	3	6	12	do	140 00
Descouse and Rocky Bay .....	do .....	do .....	3	2	12	do	30 00
Digby and Railway Station.....	G. R. Burton .....	On foot .....	200 yds.	12	12	do	100 00
Digby and Thorne's Cove Point.....	E. Sederquist.....	Vehicle .....	8	2	12	do	100 00
Digby and Westport .....	G. & E. Stalling .....	do .....	43	6	12	do	1,199 00
Digby Wharf and Railway Station.....	G. R. Burton .....	Optional.....	200 yds.	6 & 4	12	do	50 00
Doherty Creek and Street's Ridge.....	T. Wilkinson .....	Vehicle .....	10	3	12	do	119 00
Dorer East and Peggy's Cove.....	W. Baker .....	Optional.....	4	2	12	do	60 00
Dumaglass and McAras Brook .....	A. McGillivray.....	do .....	3	3	12	do	50 00
East Bay and McAdam's Lake.....	R. R. McDonald .....	Horse or vehicle.....	6½	2	12	do	75 00
East Bay and Sydney .....	J. McKeinn.....	Optional .....	14	6	9	do	257 40
East Bay and Sydney .....	J. Peppett.....	Horse or vehicle.....	19	6	12	do	695 00



## REPORT No. 2, C—Continued.

DETAIL of all payments for Mail Transportation in Nova Scotia, made within the Year ended 30th June, 1886.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
East Chezzetcook and Head of Chezzetcook.....	J. Smith.....	Optional.....	3	1	12 months	\$ cts.
East Earlowan and Truro.....	R. Munro.....	Horse or vehicle	27½	2	9 do (to Dec. 31, 1885).....	25 00
do.....	do.....	do.....	27½	2	1 do (to Jan. 31, 1886).....	171 63
Eastern Harbor and Pleasant Bay.....	A. McLean.....	Optional.....	24	2	1 do.....	27 00
Eastern Harbor and Port Hastings, &c.....	W. P. Fynn.....	Vehicle.....	101	6	1 do.....	95 00
East Jeddore and Head of Jeddore.....	D. Wournell.....	Optional.....	6	1	1 do.....	7,100 00
East Mapleton and Mapleton.....	W. W. O'Brien.....	do.....	4	1	1 do.....	40 00
East Margaree and Post Road.....	J. LeBlanc.....	do.....	2	1	1 do.....	20 83
East Mines Station and Folly Village.....	J. L. Urquhart.....	Horse or vehicle.	4½	3	1 do (from June 1, 1885).....	70 00
East Mines Station and Railway Station.....	C. Morrison.....	On foot.....	20 yds.	12	1 do.....	200 03
East River St. Mary's and Green's Brook.....	M. Green.....	Horse or vehicle	2½	6	1 do.....	50 00
East Side Pubnico Harbor and Pubnico Beach.....	J. McGomiskey.....	Vehicle.....	10½	3	1 do.....	20 00
East Side Ragged Island and Lewis Head.....	G. Oraig.....	Optional.....	6	3	1 do (to April 30, 1885).....	10 16
East Side Upper Stewacke.....	S. Elias.....	Vehicle.....	1	1	1 do from.....	167 75
Economy Point and Main Post Road.....	J. F. Vance.....	Horse or vehicle	40 r. t.	3	1 do.....	60 00
Bel Cove and Main Post Road.....	M. McLeod.....	On foot.....	1	6	1 do.....	175 00
Bel Creek and Linden.....	K. Hunter.....	Horse or vehicle	9 r. t.	1	1 do.....	10 00
Bel Creek and Oxford.....	L. Simpson.....	Vehicle.....	10	1	3 do.....	6 42
do.....	do.....	do.....	10	1	3 do.....	33 00
do.....	do.....	do.....	6	2	1 do (from March 1, 1886).....	15 00
Ellershouse and Newport.....	D. Harvey.....	On foot.....	50 yds.	24	1 do (to Dec. 31, 1885).....	10 00
Ellershouse and Railway Station.....	J. Johnson.....	Vehicle.....	8	1	1 do.....	85 00
Elmsdale and Nine Mile River.....	E. Urquhart.....	On foot.....	80 yds.	12	1 do.....	100 00
Elmsdale and Railway Station.....	E. Thompson.....	Vehicle.....	3½	1	1 do.....	44 80
Emerald and Main Post Road.....	P. Tompkins.....	do.....	3	2	1 do.....	50 00
Enfield and Oldham.....	L. Brown.....	Horse or vehicle.	20 yds.	12	3 do.....	20 00
Enfield and Railway Station.....	H. F. Donaldson.....	On foot.....	20 yds.	12	3 do (to June 30, 1885).....	7 50
do.....	do.....	do.....	7	1	1 do from.....	37 50
Enfield and Renfrew.....	J. McKenzie.....	Vehicle.....	34	2	1 do (less fine).....	48 00
Engushtown and Ingonishe.....	M. Morrison.....	do.....	7	1	1 do.....	490 00
Erilaville and Roman Valley.....	J. Ouddabee.....	Optional.....	7	1	1 do.....	30 00
Falkland and Herring Cove.....	J. Demsey.....	Vehicle.....	3	2	1 do.....	50 00
Falkland Ridge and Springfield.....	C. Marshall.....	Horse or vehicle.	5	1	1 do.....	48 00

Falmouth Station and Railway Station.....	W. Armstrong.....	Optional.....	12 yds.	12	12	do	47 00
Falmouth Station and Upper Falmouth.....	L. Aker.....	Horse or vehicle.	10 r. t.	3	12	do	80 00
False Bay Beach and South Head of Cow Bay.....	H. Spencer.....	do	7	1	12	do	45 00
Farmington and West Branch River Philip.....	M. Chapman.....	do	12 <sup>1</sup> r. t.	3	12	do	150 00
Fifteen Mile Stream and Trafalgar.....	W. D. McLean.....	do	16	2	12	do	104 00
Fletcher's Crossing and Mapleton.....	W. A. Lodge.....	Optional.	2	2	12	do	45 00
Fletcher's Station and Wellington Station.....	E. Largie.....	do	3 <sup>1</sup> 2	6	12	do	75 00
Fort Lawrence and Railway Station.....	C. E. Baker.....	do	12	12	12	do	100 00
Fort Lawrence and Upper Fort Lawrence.....	M. Chapman.....	Horse or vehicle.	2 <sup>1</sup> 4	3	12	do	60 00
Foster's and Newburn.....	C. Jodrey.....	do	5 <sup>1</sup> 2	1	12	do	25 00
Fouchie and Gaberouze.....	J. McDonald.....	do	12	3	10	do	12 50
do	W. McDonald.....	do	12	1	12	do	175 00
Fouchie and Grand River.....	M. McLeod.....	do	30	2	12	do	393 00
Four Mile Brook and West River.....	J. McKay.....	do	5 <sup>1</sup> 2	3	7	do	14 00
Four Mile House and Railway Station.....	P. Payne.....	On foot.....	1 <sup>1</sup> 2	12	12	do	40 00
Four Mile House Station and Three Mile House.....	J. McDonald.....	Horse or vehicle.	1	3	12	do	50 00
Fox Harbor and Pugwash.....	E. Tuttle.....	do	1 <sup>1</sup> 2	2	12	do	85 00
Framboise and North Framboise.....	A. McQueen.....	do	5	1	12	do	30 00
Fraser's Grant and Heatherton.....	A. McDougall.....	do	6	1	12	do	28 00
French River and McGrath's Mountain.....	D. Cameron.....	do	6	1	12	do	28 00
Frenchvale and North-West Arm.....	L. McMillan.....	Optional ..	7	1	12	do	29 00
Gaberouze and Sydney.....	R. Martin.....	Horse or vehicle.	28	3	12	do	373 92
Gaspereaux and Gaspereaux (circular route).....	E. Westcott.....	Vehicle.....	19 r. t.	1	12	do	63 00
Gaspereaux and Wolfville.....	E. A. Eagles.....	Optional ..	2 <sup>1</sup> 2	3	12	do	51 00
Gay's River Road and Lower Stewiacke.....	G. Parker.....	Vehicle.....	13	1	9	do	55 50
George's River and Little Bras D'Or.....	G. Howatson.....	do	5	1	6	do	17 00
do	L. Day.....	do	5	1	6	do	16 00
Gilbert Cove and Railway Station.....	J. Kinney.....	Optional.....	2 <sup>1</sup> 2	12	12	do	200 00
Gillander's Mountain and Middle River.....	J. McLennan.....	do	4	1	12	do	20 00
Glen Alpine and Goshen.....	A. Manson.....	Horse or vehicle.	7 <sup>1</sup> 2	1	9	do	30 00
Glen Bard and Railway Station.....	J. McLean.....	Vehicle.....	1 <sup>1</sup> 2	12	12	do	30 00
Glendale and Mabou.....	A. Boyd.....	Horse or vehicle.	2 <sup>1</sup> 4	2	12	do	333 00
Glendale and River Inhabitants Bridge.....	W. McDonald.....	do	14	3	12	do	147 00
Glendyer and Mabou.....	A. Kirk.....	do	3	3	12	do	40 00
Glengelf and Upper Cross Roads St. Mary's.....	K. McKenzie.....	do	4	3	12	do	42 43
Glengelf and Waternish.....	S. Campbell.....	do	8	1	12	do	20 00
Glengarry and Port Hood.....	A. McKay.....	do	8	1	12	do	48 72
Glengarry Station and Pleasant Valley.....	do	Optional.....	22 r. t.	2	5	do	49 16
do	do	do	24	2	7	do	78 20
do	D. Graham.....	do	22 r. t.	1	5	do	39 16
do	do	do	24	1	7	do	62 29
Glengarry Station and Railway Station.....	do	On foot.....	100 yds.	12	12	do	50 00
Glen Margaret and Head of St. Margaret's Bay.....	G. Dauphinee.....	Vehicle.....	12	6	12	do	340 00
Glen Margaret and Peggy's Cove.....	W. Pacé.....	do	8	6	12	do	180 00
Glenshee and Merigonishe.....	D. Campbell.....	Horse or vehicle.	9	2	12	do	75 00
Goff's and Waverley.....	J. E. McDonald.....	do	11	1	13	do	49 00
Goltsville and Sherbrooke.....	M. McGrath.....	Vehicle.....	2 <sup>1</sup> 2	6	12	do	135 00
Gore and Maitland.....	M. Tucker.....	Optional.....	20	2	12	do	250 00



## REPORT No. 2, C--Continued.

DETAIL of all payments for Mail Transportation in Nova Scotia, made within the Year ended 30th June, 1886.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount
						\$ c'ts.
Gore and Newport.....	B. Dimock.....	Optional.....	42 r. t.	3	12 months.....	317 00
Gore and Shubenacadie (via Blois Road).....	A. Densmore.....	do.....	40 r. t.	1	do.....	88 00
Gore and Shubenacadie (via North Salem).....	do.....	Horse or vehicle.....	42 r. t.	1	do.....	92 00
Gore and West Gore.....	W. J. McDonald.....	do.....	5	2	do.....	50 00
Goshen and North End Lochaber.....	A. Manson.....	do.....	7	1	do.....	10 00
Goshen and St. Andrew's.....	D. McDonald.....	do.....	17	3	(from Jan 1, 1886).....	93 81
do.....	A. McDonald.....	do.....	17	3	(to Aug. 31, 1886).....	83 84
do.....	do.....	do.....	3	7	from do.....	97 00
Grand Anse Stables and Grandique Ferry.....	C. J. Fuller.....	Optional.....	3	6	do.....	314 00
Grandique Ferry and Lennox Ferry.....	G. M. Shaw, Treas.....	Boat.....	$\frac{3}{4}$	6	(to Sept. 30, 1885).....	300 00
do.....	N. McDonald.....	Vehicle.....	$\frac{3}{4}$	6	from do.....	490 00
Grandique Ferry and West Arichat.....	G. Nichols.....	On foot.....	100 yds.	6	do.....	20 00
Grand Lake Station and Railway Station.....	A. McDonald.....	Optional.....	5	1	do.....	12 50
Grand Narrows and Grand Narrows Rear.....	A. Fullerton.....	Horse or vehicle.....	2 $\frac{1}{2}$	3	(from Oct. 1, 1885).....	80 00
Grand Pré and Long Island.....	A. Mitchell.....	On foot.....	2	12	do.....	100 00
Grand Pré and Railway Station.....	A. Morrison.....	Optional.....	2	1	do.....	20 00
Grand Pré and Wallbrook.....	A. Hood.....	Vehicle.....	17	6	do.....	600 00
Grand River and St. Peter's.....	J. Morrison.....	do.....	7	2	do.....	110 00
Granton and Westville.....	D. M. Kent.....	do.....	16	12	do.....	488 00
Granville Ferry and Victoria Beach.....	J. W. Davison.....	do.....	4	12	do.....	300 00
Great Village and Londonderry Station.....	J. Smith.....	On foot.....	29 $\frac{1}{2}$	2	do.....	620 00
Great Village and Little Fire Islands.....	D. W. Chisholm.....	Horse or vehicle.....	6	12	do.....	60 00
Green Cove and Ingonish.....	A. Bigelow.....	do.....	4	1	(from Sept. 1, 1885).....	11 56
Greendale and Malignant Cove.....	E. G. Freeman.....	Vehicle.....	5	2	do.....	80 00
Green's Creek and Lower Stewiacke.....	R. McKenzie.....	do.....	42 r. t.	2	do.....	75 00
Greenfield and Middlefield.....	S. A. Purdy.....	do.....	5	2	do.....	50 00
Greenfield and Valley Station.....	J. Dotten.....	do.....	5	2	do.....	110 00
Greenville Station and Westchester.....	G. Rushton.....	do.....	26 r. t.	3	do.....	188 00
Greenville Station and Head of Wallace Bay, N. Sile.....	B. Betts.....	Horse or vehicle.....	17	1	(from Oct. 1, 1885).....	13 00
Greenville Station and North Greenville.....	G. W. Eaton.....	Vehicle.....	6 $\frac{1}{2}$ r. t.	6	do.....	280 00
Greenville Station and Wallace.....	S. O'Neill.....	Horse or vehicle.....	4	12	do.....	30 00
Greenwood and Palmer's Road.....	D. R. Harrington.....	do.....	4	12	do.....	240 00
Grosses Coques and Railway Station.....	J. R. Alwater.....	Vehicle.....	26	6	do.....	80 00
Grosvenor and Railway Station.....	do.....	Optional.....	24	3	do.....	1,378 00
Guy'sboro' and Heatherton.....	do.....	Horse or vehicle.....	26	2	(to June 30, 1885).....	118 75
Guy'sboro' and Port Mulgrave.....	do.....	do.....	26	2	do.....	118 75



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## REPORT No. 2, C—Continued.

DETAIL of all payments for Mail Transportation in Nova Scotia, made within the Year ended 30th June, 1886.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount
						\$ cts
Isaac's Harbor and Isaac's Harbor, East Side.	P. Sinclair.....	Optional.....	3	3	12 months.....	51 48
Isaac's Harbor and Melrose.....	J. McGrath.....	Vehicle.....	28	3	12 do.....	234 72
Isaac's Harbor, East Side, and New Harbor.....	W. Fanning.....	Boat.....	12	1	12 do.....	79 00
Jackson's and West Branch of River Philip.	M. Chapman.....	Vehicle.....	6	3	12 do.....	58 00
Jacksonville and Leitche's Creek.....	D. Johnson.....	do.....	4	2	3 do.....	9 75
James River Station and Railway Station.....	J. McDonald.....	Optional.....	100 yds.	12	12 do.....	40 00
Jauvin's Harbor and West Arichat.....	P. Dorey.....	Boat.....	7	2	12 do.....	70 00
Johnson's Crossing and Railway Station.	G. Riese.....	On foot.....	1	12	12 do.....	30 00
Jordan Bay and Shelburne.....	J. McGill.....	Optional.....	22 r. t.	3	3 do.....	34 75
do	A. Morrison.....	do.....	22 r. t.	3	9 do.....	103 50
Kempt and New Grafton.....	P. Katherns.....	do.....	3	1	6 do.....	12 00
do	R. Katherns.....	do.....	3	1	6 do.....	12 00
Kemptown and Riversdale.....	K. J. McLean.....	do.....	5	2	12 do.....	96 00
Kennetcook Corner and Noel.....	C. W. Hadley.....	do.....	20	2	12 do.....	70 00
Kennington Cove and Louisburg.....	J. McLean.....	do.....	6	1	12 do.....	40 00
Kerrogare and Sunnybrae.....	D. K. McDonald.....	do.....	4	2	12 do.....	46 00
Kentville and Railway Station.....	J. E. Eaton.....	On foot.....	200 yds.	24	12 do.....	150 00
Kewstoke and Whycocomagh.....	A. McQueen.....	Horse or vehicle.	7½	1	12 do.....	35 00
Kingsburg and Lunenburg.....	J. E. Hunt.....	Vehicle.....	31 r. t.	2	12 do.....	322 60
Kingston Station and Melvern Square.....	W. H. Goucher.....	do.....	2½	6	12 do.....	73 00
Kingston Station and Railway Station.....	A. Van Buskirk.....	Horse or vehicle.	100 yds.	12	12 do.....	33 00
Kingston Station and Rhodes.....	Randall & Goucher.....	do.....	14 r. t.	2	12 do.....	40 00
Kingston Station and Tremont.....	A. Van Buskirk.....	do.....	16 r. t.	2	12 do.....	125 00
Kolbeck and Oxford.....	T. R. Smith.....	do.....	16 r. t.	3	1 do.....	4 33
Lake Ainslie (South side) and Lake Ainslie (West side).....	N. McMillan.....	Optional.....	6	1	5 do.....	9 16
Lake Ainslie (South side) and Lewis Mountain.....	N. Martin.....	do.....	4	1	1 do.....	1 33
Lake Annis and Railway Station.....	A. Whitman.....	On foot.....	40 yds.	6	8 do.....	13 33
Lakelands and Railway Station.....	J. E. Brown.....	Optional.....	1	6	12 do.....	60 00
Lake Ramsay and New Ross.....	G. Ross.....	Horse or vehicle.	5	2	12 do.....	40 00
Lakevale and West Lakevale.....	A. McGillivray.....	Optional.....	3	4	1 do.....	2 1
Lapland and Newcombe.....	W. Garber.....	Horse or vehicle.	17 r. t.	1	9 do.....	39 00



do	J. Garber	17 r. t.	1	3	do	from	do	13 00
Larry's River and Port Felix	J. Garber	...	...	...	do	...	...	13 00
do	J. Pelrine	...	...	...	do	...	...	130 00
Lawrencetown and Mineville	S. J. Hiltz	5	1	12	do	...	...	30 00
Lawrencetown and Railway Station	H. T. James	...	...	...	do	...	...	71 00
Lawrencetown and Torbrooke	J. Balcom	33 r. t.	12	12	do	...	...	110 00
Lawrencetown and West Inglesville	G. C. Banks	8 r. t.	2	12	do	...	...	30 00
Lewis Bay and Marion Bridge	P. McDougald	31 1/2	1	12	do	...	...	189 00
Lewis Head and Sable River	W. Herkin	8	2	12	do	...	...	100 00
Linden and Northport	K. Hunter	4 1/2	1	12	do	...	...	6 50
Linden and Port Howe	do	3 1/2	2	12	do	...	...	40 00
Lingan and Sydney	J. O'Callaghan	35 r. t.	6	3	do	...	...	75 00
do	do	35 r. t.	6	9	do	...	...	224 25
Linwood and Railway Station	T. Kinney	...	6	9	do	...	...	44 25
Little Bras d'Or and Point Aconi	D. J. Walker	7	1	12	do	...	...	50 00
Little Brook Station and Railway Station	A. A. Comeau	...	12	12	do	...	...	40 00
Little Harbor and New Glasgow	P. Grant	6	1	12	do	...	...	74 00
Little Judique and Rear of Little Judique	D. McMillan	4	1	12	do	...	...	20 00
Little River and Oxford	H. S. Smith	4	2	12	do	...	...	47 00
Little Tracadie and Railway Station	F. W. Kinney	2	6	12	do	...	...	14 75
Liverpool and Milton	W. W. Walls	3	12	12	do	...	...	274 00
Liverpool and Port Medway	S. Cohoon	13	3	12	do	...	...	384 00
Liverpool and Western Head	A. Shand, jun.	7	3	12	do	...	...	99 00
Loch Lomond and Red Islands	M. McKenzie	15	2	12	do	...	...	98 80
Loch Lomond and Sterling	J. Patterson	13	1	7	do	...	...	16 91
Lockeport and Sable River	G. Walls, jun.	7	6	12	do	...	...	397 00
do	G. A. Munro	23	2	3	do	...	...	24 25
Loganville and Pictou	W. A. Berry	23	2	7	do	...	...	78 16
Loganville and West Branch River John	S. Williamson	2	3	1	do	...	...	6 20
do	do	2	6	1	do	...	...	6 66
Louisburg and South Louisburg	M. McNary	2 1/2	3	12	do	...	...	50 00
Loval and West River	J. W. Fraser	5	3	12	do	...	...	89 00
Lower Cove and Macan	W. H. Higgs	16	6	12	do	...	...	450 00
Lower Five Islands and Lynn	G. H. Lewis	6	2	12	do	...	...	40 00
Lower Five Islands and Pairsboro	J. W. Brodick	13	6	12	do	...	...	340 00
Lower L'Ardoise and Point Michaud	T. McGrath	2 1/2	1	12	do	...	...	19 00
Lower Meagher's Grant and Meagher's Grant	W. McCurdy	4	3	4	do	...	...	14 62
Lower Meagher's Grant and Musquodoboit Harbor	G. Railings	14	1	4	do	...	...	26 25
Lower Onslow and Truro	C. R. Pearson	22 r. t.	3	12	do	...	...	220 00
Lower River Hébert and Macan	C. Carter	3 1/2	3	12	do	...	...	141 08
Lower River Inhabitants and Port Hawkesbury	J. McLean	13	3	9	do	...	...	133 50
do	do	13	3	3	do	...	...	41 25
Lower South River Station and St. Andrew's	A. Blais	5	6	12	do	...	...	200 00
Lower Stewackie and Railway Station	J. McDonald	...	12	12	do	...	...	50 00
Lower Stewackie and Ramsay	W. Boomer	5	1	12	do	...	...	25 00
Lower Stewackie and Wittenburg	W. Ramsay	8	2	3	do	...	...	15 00
Lower Wentworth and Wentworth Station	J. Crawford	8	3	12	do	...	...	69 00
Lower West Pubnico and Pubnico Harbor	B. Stevens	7	3	6	do	...	...	62 50
do	A. Watson	7	3	6	do	...	...	62 00
do	N. D'Entremont	7	1	12	do	...	...	40 00
Lunenburg and North-West Arm	E. Steverman	4	...	...	do	...	...	...



## REPORT No. 2, C—Continued.

DETAIL of all payments for Mail Transportation in Nova Scotia, made within the Year ended 30th June, 1886.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						\$ cts
Lunenburg and Second Peninsula	E. Mason.....	Horse or vehicle.	5	1	6 months (from Oct. 1, 1885).....	20 00
McKenzie's Road and Parker's Cove	J. Burney .....	Optional.....	10	1	do	52 48
McPherson's and Pinedale	J. McDonald.....	Horse or vehicle.	5	2	11 do	38 33
Mabou and Mabou Harbor North	W. P. Fynn .....	Optional .....	5	2	12 do	33 00
Mabou and Sight Point	A. McQuarrie .....	Vehicle .....	16	1	do	51 00
Malbone Bay and Northfield	A. Lohnes .....	Horse or vehicle.	16	1	12 do	94 00
Main-d-Dien and Scatarie Island	M. McCurish.....	Boat or on foot...	9	1	do	100 00
Main Post Road and Spryfield	J. Neville .....	On foot .....	12	1	12 do	38 00
Maitland and Noel	J. Woodworth .....	Vehicle .....	20	6	12 do	280 00
Maitland and Shubenacadie	A. S. Smith .....	do .....	33 r. t.	6	12 do	800 00
Malagash Point and Wallace	W. F. Harrison .....	do .....	33 1/2 r. t.	3	2 do	20 83
Malagawatch and River Dennis	K. McKenzie .....	do .....	14	1	12 do	112 50
do	O. McPhail .....	do .....	16	2	do	39 72
do	A. McLeod .....	do .....	16	3	do	32 00
do	D. A. McDonald .....	Horse or vehicle	22 1/2	6	1 do	154 11
do	M. McNeil .....	do .....	22	3	do	505 75
do	T. Coady .....	Vehicle .....	18	2	12 do	130 00
Margaree Forks and Upper Settlement Middle River.	J. Redgate .....	do .....	14	1	do	59 00
Margaretville and Morden	G. Neely .....	do .....	22 r. t.	2	12 do	94 00
Margaretville and Wilmot.	G. M. Elliott .....	do .....	23	3	9 do	195 00
Marie Joseph and Sherbrooke	D. Lamond .....	Optional.....	5	1	12 do	35 54
Marion Bridge and Trout Brook	W. Marshall .....	do .....	1 1/2	12	do	97 00
Marshalltown and Railway Station	A. McDonald .....	On foot .....	100 yds.	2	12 do	20 00
Marshy Hope and Railway Station	W. Forbes .....	Horse or vehicle.	4	1	12 do	13 00
Marydale and St. Andrews	G. Tatlie .....	do .....	9	1	3 do	30 00
Matfata's Lake and Tatungacouche	A. Patriquin .....	do .....	20	6	3 do	93 50
do	M. Bishop .....	Optional.....	4	1	12 do	20 00
Meville and Yarmouth	D. McInnis .....	do .....	9	12	12 do	98 00
Meiklefield and Sutherland's Mills	J. W. Dunn .....	Horse or vehicle.	6 1/2	12	12 do	200 00
Merigonishe and Railway Station	E. E. Sheehan .....	On foot .....	4	12	12 do	40 00
Meteghan and Railway Station	F. Geddry .....	Vehicle .....	5	2	12 do	44 48
Meteghan Station and Railway Station	W. McCurdy .....	do .....				
Middle Musquodoboit and Murchyville						

Middle Musquodoboit and Newcombe's Corner	G. McLeod.	do	do	9	1	12	do	34 68
Middle Musquodoboit and Wyse's Corner	do	do	do	27 r. t.	3	9	do	109 86
Middle River and West Side of Middle River	W. McCurdy	do	do	27 r. t.	3	3	do	39 00
do	L. McLeod.	Optional.	do	4	1	3	do	2 87
do	do	do	do	8	1	9	do	13 50
Middleton and Port George	W. Mosher	Horse or vehicle.	do	4	3	12	do	90 00
Middleton and Railway Station	J. Gullivan.	On foot	do	1	12	12	do	60 00
Milford Station and Railway Station	T. Andrew.	do	do	1	12	12	do	40 00
Mill Road and New Ross	G. Ross.	Horse or vehicle.	do	5	1	12	do	40 00
Minudie and River Hébert.	G. Mack.	Vehicle	do	8	6	9	do	179 79
do	L. Mack.	do	do	8	6	3	do	59 93
Monk's Head and Pomquet Chapel	F. Boudroit.	Horse or vehicle.	do	2	12	12	do	30 00
Morden and Victoria Harbor	S. Belcom.	Vehicle	do	3	1	12	do	24 00
Moseland and Tangier	J. Prest.	Horse or vehicle.	do	13	1	12	do	50 00
Mountain Road and River John	R. Hoit.	Optional.	do	3	2	12	do	48 00
Mount Gusack and Sydney	H. Gusack.	Horse or vehicle.	do	7	1	12	do	35 00
Mount Denison and Railway Station	M. J. Shaw.	On foot	do	1	6	12	do	80 00
Mount Hanly and Upper Clarence	G. Wotton.	Horse or vehicle.	do	1	1	12	do	80 00
Mount Pleasant and Oxford	H. S. Smith.	do	do	15 r. t.	1	9	do	20 25
do	do	do	do	4	1	2	do	4 50
Mount Thom Settlement and Salt Springs	A. McKay.	Vehicle	do	6	2	12	do	70 00
Mount Uniacke and Mount Uniacke Gold Mines	W. Allen.	Optional.	do	3	3	9	do	37 50
do	do	do	do	4	3	3	do	15 00
Mount Uniacke and Railway Station	J. McLean.	do	do	135 yds.	12	12	do	50 00
Mount Uniacke and Rawdon	G. Lively.	do	do	14	2	12	do	105 00
Musquodoboit Harbor and Petpeswick Harbor	A. Young	do	do	6	2	12	do	50 00
Nappen Station and Railway Station	A. C. Barry.	On foot	do	75 yds.	12	12	do	80 00
New Campbellton and New Harris	D. Morrison.	Horse or vehicle.	do	5	1	12	do	30 00
New Campbellton and North Sydney	W. McLeod.	do	do	19	3	12	do	340 00
New Edinburgh and Weymouth Bridge	A. Deveau.	do	do	5 1/2	2	12	do	55 00
New Glasgow—Eastern Railway and Intercolonial Railway	T. W. Church.	Optional.	do	20 yds.	12	12	do	60 00
do	do	do	do	1	24	12	do	250 00
do	do	do	do	1	12	12	do	60 00
New Glasgow and Trenton	A. M. Fraser.	Vehicle	do	43	6	12	do	121 00
New Glasgow and Upper Cross Roads St. Mary's	J. Fraser.	do	do	1	3	12	do	691 00
New Glasgow and Vale Colliery	F. Love.	do	do	5	6	12	do	200 00
Newport and Newport Landing	F. Chambers	do	do	17 r. t.	4	12	do	235 00
Newport and Newport Station	W. Gibson.	do	do	5	6	12	do	190 00
Newport and South Rawdon	J. Henney.	do	do	24 r. t.	1	12	do	73 00
Newport and Upper Newport	do	do	do	10 1/2	1	12	do	35 00
Newport and Walton	O. Parker.	do	do	20	6	12	do	825 00
Newport Station and Railway Station	J. L. Sweet.	On foot	do	12 yds.	24	12	do	50 00
New Ross and Stoddart's	E. Boylan.	Vehicle	do	28	2	12	do	163 00
New Ross and Vaughan's	R. Bøylan.	do	do	15	2	12	do	99 88
Niagara Falls and Railway Station	C. W. Young.	do	do	20 yds	12	12	do	10 00
Niataux Falls and Wilmot	J. Toole.	do	do	4 1/2	3	12	do	64 00
Nine Mile River and Shubenacadie	J. W. Desnoire.	do	do	28 r. t.	1	12	do	57 00



REPORT No. 2<sup>nd</sup> C—Continued.

DETAIL of all payments for Mail Transportation in Nova Scotia, made within the Year ended 30th June, 1886.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						\$ cts.
Noel and Shubenacadie.....	J. Woodworth.....	Vehicle.....	32	1	12 months.....	112 00
Noel and Walton.....	J. Murray.....	do.....	15	3	do.....	248 00
North Range Corner and Railway Station.....	C. B. McNeill.....	Optional.....	$\frac{1}{2}$	12	do.....	60 00
North River Bridge and South Gut St. Ann's.....	J. E. Marshall.....	do.....	12	12	do.....	40 00
North Sydney and Port Hastings (including ferriage)	M. McLeod.....	Vehicle.....	3	2	do.....	55 00
North West Arm and Rear of Ball's Creek.....	H. A. Archibald.....	Horse or vehicle.....	87	3	do.....	2,702 52
Norwood and Railway Station.....	G. K. Ball.....	do.....	3	1	do.....	13 00
	D. A. Saunders.....	Optional.....	100 yds.	6	do.....	12 50
	J. Ferguson.....	On foot.....	100 yds.	12	do.....	40 00
Oakfield and Railway Station.....	J. Morrison.....	Horse or vehicle.....	6	2	do.....	32 00
Oban and St. Peter's.....	A. McCurdy.....	On foot.....	$\frac{1}{2}$	12	do.....	40 00
Oslo Station and Railway Station.....	W. D. Smith.....	Boat.....	3	3	Season, 1885.....	37 50
Outer Island of Port Hood and Port Hood.....	E. Thompson.....	Vehicle.....	$3\frac{1}{2}$	12	do.....	148 00
Oxford and Railway Station.....	J. A. Fraser.....	Horse or vehicle.....	11	1	do.....	45 00
Oxford and Rocky.....	D. Mills.....	do.....	11	1	(to June 30, 1885).....	10 00
do	A. Cameron.....	do.....	11	1	from do.....	30 00
do	W. F. Morse.....	Optional.....	$\frac{1}{2}$	12	do.....	60 00
Paradise Lane and Railway Station.....	W. Gormley.....	Horse or vehicle.....	7	1	do.....	8 75
Paradise Lane and Roxbury.....	J. W. Jenks.....	Optional.....	2	6	(from Jan. 1, 1886).....	100 00
Parishboro' and Partridge Island.....	do.....	do.....	$\frac{1}{2}$	12	do.....	50 00
Parishboro' and Railway Station.....	E. D. Fullerton.....	Vehicle.....	45	6	do.....	1,166 64
Parishboro' and Three Sisters.....	T. W. McKay.....	Horse or vehicle.....	$6\frac{1}{2}$	2	do.....	65 00
Parishboro' and Two Islands.....	J. Currie.....	Boat.....	12	1	do.....	97 50
Pictou and Pictou Island.....	do.....	do.....	12	3	(to Dec. 31, 1885).....	20 00
do	W. McDonald.....	Optional.....	$\frac{1}{2}$	24	from do.....	150 00
Pictou and Railway Wharf.....	T. Meagher.....	Vehicle.....	20	6	do.....	475 00
Pictou and River John.....	D. M. Geldert.....	do.....	29	2	do.....	350 00
Pictou and River John (via shore).....	W. Gammon.....	Horse or vehicle.....	50	3	(from Feb. 1, 1886).....	149 16
Pictou and Truro (via Charlton, &c.).....	T. E. Anderson.....	Vehicle.....	23	3	do.....	311 00
Pictou and West River Station.....	E. McLeod.....	On foot.....	$\frac{1}{2}$	12	do.....	40 00
Pictou Landing and Railway Station.....	R. Douglas.....	do.....	50 yds.	4	do.....	40 00
Pictou Landing Station and Railway Station.....	J. McDonald.....	Optional.....	$\frac{1}{2}$	3	(from Dec. 1, 1885).....	15 00
Piedmont Valley and Railway Station.....	R. Mitchell.....	do.....	$\frac{1}{2}$	3	do.....	60 00
Pine Tree and Railway Station.....						



Pirate Harbor and Railway Station.....	R. Peebles.....	do	12	12	do	80 00
Pleasant Point and West Jeddore.....	F. Mosher.....	do	6	1	12	38 00
Pleasant Valley and Railway Station.....	E. Craig.....	do	1½	2	12	30 00
Plympton and Railway Station.....	J. Mullan.....	do	3	12	9	112 50
Point Edward and Sydney.....	H. Turner.....	Vehicle	12½ r. t.	1	12	25 00
Ponquet Chapel and Railway Station.....	C. Duong.....	Optional.	2½	12	12	70 00
Port Acadie and Railway Station.....	F. Belliveau.....	do	2½	12	12	200 00
Port Beckett and Port Hillford.....	G. S. Taylor.....	do	8	1	12	52 00
Porter's Lake and West Chetzcook.....	G. E. Ormon.....	do	3	12	12	40 00
Port Hastings and Port Hawkesbury.....	A. McDonald.....	Horse or vehicle.	3½	12	12	220 00
Port Hastings and Wharf.....	H. A. Archibald.....	do	3½	12	12	166 50
Port Hastings Railway Wharf and Port Hawkesbury	A. McDonald.....	do	3½	12	12	85 00
Port Hawkesbury and Railway Wharf.....	do	do	3½	12	12	166 50
do	do	do	3½	12	12	166 50
Port Hawkesbury and Port Sydney.....	C. Beaton.....	Vehicle	100	6	12 months	28 60
Port Hood and Port Hood Island.....	J. Smith.....	Optional.	1½	2	12	5,724 88
Port Joli and Ste. Catherine's River.....	L. Robertson.....	Horse or vehicle.	6	1	12	24 00
Port Mulgrave and Wharf.....	R. Trites.....	Optional.	4	12	12	40 00
Port Philip and Pugwash.....	G. King.....	Horse or vehicle.	4½	3	12	80 00
Port Royal and West Arichat.....	A. McDonald.....	Optional.	3	12	12	60 00
Port Williams and Port Williams Station.....	J. L. Bishop.....	Vehicle	1	6	12	100 00
Port Williams and Town Plot.....	D. Borden.....	do	2	3	6	70 56
do	E. Burbridge.....	do	2½	3	6	20 00
Port Williams Station and Railway Station.....	F. E. Forsyth.....	do	12 yds.	24	12	27 50
Puineport and Truro.....	J. L. Bishop.....	do	4½	3	12	62 66
Pubnico Beach and Upper Wood Harbor.....	J. Yuill.....	do	16 r. t.	6	12	30 00
Pugwash and Thomson's Mills.....	S. Goodwin.....	do	3	6	2	248 00
Purlbrook and Salt Springs.....	J. E. Lamy.....	do	15½	6	12	12 00
Quinan and Tusket.....	A. C. Cameron.....	Optional.	3	1	6	461 88
do	J. Douett.....	Horse or vehicle.	12	2	3	10 00
do	L. Porter.....	do	12	2	6	24 50
Rear of Black River and West Bay.....	M. Morrison.....	Vehicle	16 r. t.	1	12	45 00
Rear Lands Sporting Mountain and St. Peter's.....	J. R. Morrison.....	do	8	6	12	38 48
River Bourgeois and River Tear.....	J. R. L. McLean.....	do	2½	6	12	50 00
Riverdale and Weymouth Bridge.....	J. H. Sabine.....	Horse or vehicle.	10	2	12	190 00
River Hebert and Shulie.....	B. Baird.....	Vehicle	14	1	12	40 00
River Inhabitants Bridge and West Bay.....	M. McKinnon.....	Optional.	5	3	12	273 00
River John and Tatamagouche.....	J. McLeod.....	do	13	6	12	150 00
River Philip Station and West Branch River Philip.	M. Chapman.....	Vehicle	5	3	12	232 48
Riversdale and Railway Station.....	B. A. Wall.....	Vehicle	20	12	12	180 00
Rockingham and South Ohio.....	J. E. Allen.....	Horse or vehicle.	16	2	1	44 00
do	do	do	20	2	1	15 00
Romans' Valley and St. Andrews.....	A. H. McIsaac.....	Optional.	15	3	11	209 24
Round Hill and Railway Station.....	C. E. Spurr.....	On foot.....	1	12	12	199 00
St. Andrews and South End Lochaber.....	D. McDonald.....	Vehicle	21	2	3	50 00
St. Andrews and Vernal.....	A. McDonald.....	do	5	2	12	9 85

## REPORT No. 2, C—Continued.

DETAIL of all payments for Mail Transportation in Nova Scotia, made within the Year ended 30th June, 1886.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						\$ cts.
St. Mary's Bay and Railway Station.....	J. Mullan.....	Optional.....	3	12	3 months (to June 30, 1885).....	37 50
St. Peter's and West Bay.....	S. McLeod.....	Horse or vehicle.....	28	3	do.....	480 00
Salmon River and Sheet Harbor Passage.....	W. C. Wambold.....	Optional.....	7	2	do.....	85 00
Salt Springs Station and Railway Station.....	J. W. Black.....	On foot.....	20 yds.	12	do.....	10 00
Sandford and Yarmouth.....	D. C. Weston.....	Horse or vehicle.....	20 r. t.	2	do.....	123 72
Sand River and Stulie.....	E. J. White.....	do.....	1 1/2	2	do.....	75 00
Santherville and Railway Station.....	A. Potter.....	do.....	10 r. t.	12	do.....	260 00
Scotch Village and Woodville.....	H. S. Cochran.....	do.....	10 r. t.	1	(to Sept. 30, 1885).....	15 00
do do do.....	do.....	do.....	2	6	from do.....	22 50
Shad Bay and (White's) Prospect Road.....	C. Christian.....	On foot.....	36 r. t.	1	do.....	7 50
Shelburne and Upper Ohio.....	J. Hogg.....	Vehicle.....	70	12	do.....	75 00
Shelburne and Yarmouth.....	O. S. Davison.....	do.....	60	6	do.....	1 500 00
Sherbrooke and West River Sheet Harbor.....	G. M. Elliott.....	Horse or vehicle.....		3	(from Jan. 1, 1886).....	200 00
Ship Harbor Lake and Ship Harbor Lake (circular route).....	J. W. Weber.....	Vehicle.....	23 r. t.	1	do.....	100 00
Shubenacadie and Railway Station.....	A. Kirkpatrick.....	On foot.....	100 yds.	30	do.....	100 00
Six Mile Brook and West River.....	J. McKay.....	Horse or vehicle.....	6	2	do.....	30 00
Six Mile Brook and Wallace Grant.....	C. Cooke.....	do.....	6	3	do.....	60 00
Sky Mountain and Wycocomagh.....	A. Ross.....	do.....	6	1	do.....	30 00
Sluice Point and Surette Island.....	W. Surette.....	Optional.....	6	1	(from Aug. 1, 1885).....	16 66
Sluice Point and Tusket.....	W. D. Van Norden.....	do.....	6	1	(to Sept. 30, 1885).....	30 00
do do do.....	do.....	do.....	6	1	from do.....	25 50
Southampton and Railway Station.....	J. Megeny.....	do.....	19 r. t.	12	(to Sept. 30, 1885).....	27 00
do do do.....	do.....	do.....	19 r. t.	6	from do.....	57 50
South Branch and Upper Stewiacke.....	W. Cox.....	do.....	1 1/2	3	do.....	130 00
South Farmington and Railway Station.....	D. E. McGregor.....	do.....	9	12	do.....	70 00
South Harbor and White Point.....	A. McPherson.....	do.....	8	2	do.....	125 00
South Marland and Tracadie.....	M. Delory.....	do.....	60 rods.	1	do.....	48 00
South Waterville and Railway Station.....	W. Crosby.....	do.....	11 r. t.	12	do.....	40 00
South West Margaree and Upper Margaree.....	F. Parish.....	do.....	4	1	do.....	32 00
Speiche's Cove and Railway Station.....	J. T. McDonald.....	do.....	3	2	do.....	34 48
Spring Hill Mines and Railway Station.....	J. M. C. Cooper.....	do.....	7 1/2	12	do.....	195 00
Spring Hill Mines and Windham Hill.....	J. M. Bragg.....	do.....	7	18	do.....	135 00
Stellarton and Railway Station.....	J. Bartley.....	On foot.....	4	2	do.....	80 00
				24	do.....	150 00



Stellarton and Westville.....	O. McIntosh.....	Vehicle.....	3	12	9	do	(to Dec. 31, 1885).....	195 00
do do.....	A. Hood.....	do do.....	3	12	3	do	from do.....	60 00
Strathlorne and Whycomagh.....	N. McMillan.....	Horse or vehicle.....	49 r. t.	2	7	do	(from Sept. 1, 1885).....	145 83
Sutherland's River and Railway Station.....	W. Sutherland.....	Optional.....	2	3	12	do	.....	45 00
Tatamagouche and Waugh's River.....	J. Lombard.....	Vehicle.....	12	2	5	do	(to Aug. 31, 1885).....	41 66
do do.....	do.....	do do.....	12	3	7	do	from do.....	81 66
Tatamagouche and Wentworth Station.....	A. Purdy.....	do do.....	20	6	12	do	.....	440 00
The Falls and West New Annan.....	D. C. Byers.....	do do.....	9	3	12	do	.....	163 00
Thomson's Mills and Westchester.....	E. J. Purdy.....	do do.....	13	2	12	do	.....	150 00
Torbrooke and Tremont.....	W. Brown.....	Horse or vehicle.....	5	1	12	do	.....	50 00
Tracadie and Railway Station.....	P. Delorey.....	do do.....	12	12	12	do	.....	60 00
Trafalgar P. O. (old site) and Trafalgar P. O. (new site).....	J. McDonald.....	Optional.....	2	2	4	do	5 dys. (from Nov. 26, '85).....	9 00
Truro and Railway Station.....	C. B. Archibald.....	do do.....	4	24	12	do	.....	300 00
Tupperville and Railway Station.....	D. S. Chipman.....	do do.....	2	12	12	do	.....	50 00
Tusket and Tusket Forks.....	J. Doucette.....	Vehicle.....	12	1	1	do	(to April 30, 1885).....	4 08
do do.....	do do.....	do do.....	12	2	2	do	(to June 30, 1885).....	16 33
Tusket Wedge and Yarmouth.....	B. LeBlanc.....	do do.....	12	3	12	do	.....	187 48
Upper Margaree and Whycomagh.....	N. McMillan.....	do do.....	23	2	5	do	(to Aug. 31, 1885).....	50 00
Upper Musquodoboit and West River Sheet Harbor.....	P. Murray.....	do do.....	26	2	9	do	(to Dec. 31, 1885).....	202 50
do do.....	I. S. Stewart.....	do do.....	31	3	3	do	from do.....	200 00
Upper Newport and Woodville.....	E. Sweet.....	Optional.....	12	1	12	do	.....	11 68
Valley Station and Railway Station.....	W. Christie.....	On foot.....	600 yds.	12	12	do	.....	40 00
Waterville and Railway Station.....	J. S. Pineo.....	Optional.....	70 yds.	12	12	do	.....	50 00
Waverley and Windsor Junction.....	J. Otto.....	Vehicle.....	3	6	12	do	.....	130 00
Wentworth Creek and Windsor.....	J. Frider, sen.....	do do.....	24	3	12	do	.....	70 00
Westbrook and Railway Station.....	J. C. Taylor.....	do do.....	2	12	12	do	.....	104 00
West Merigonishe and Railway Station.....	J. R. McDonald.....	do do.....	1	3	12	do	.....	40 00
West River and Westville.....	J. Munroe.....	do do.....	9	3	12	do	.....	180 00
West River Station and Railway Station.....	D. Graham.....	On foot.....	75 yds.	12	12	do	.....	40 00
Weymouth and Railway Station.....	C. J. Jones.....	Optional.....	12	12	12	do	.....	100 00
Weymouth Bridge and Railway Station.....	G. J. Hoyt.....	On foot.....	400 yds.	12	12	do	.....	40 00
do do.....	F. Jones.....	Optional.....	400 yds.	12	12	do	.....	1 00
Whycomagh and Whycomagh Rear.....	H. McDonald.....	do do.....	6	1	6	do	Special trip 6 months (to Sept. 30, 1885).....	18 00
do do.....	do do.....	do do.....	6	1	6	do	from do.....	12 00
Wilnot and Railway Station.....	E. Cunniff.....	do do.....	12	12	12	do	.....	95 00
Windsor and Railway Station.....	P. Burnham.....	On foot.....	24	12	12	do	.....	200 00
Windsor Junction—I. O. Ry. and W. & A. Ry.....	A. G. Hébert.....	do do.....	20 yds.	6	2	do	(to May 31, 1885) and extra trips.....	12 75
do do.....	W. A. Harris.....	do do.....	20 yds.	6	5	do	(to Oct. 31, 1885).....	25 00
do do.....	A. G. Hébert.....	do do.....	20 yds.	6	5	do	from do.....	25 00



## REPORT No. 2, C—Continued.

DETAIL of all payments for Mail Transportation in Nova Scotia, made within the Year ended 30th June, 1886.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						\$ cts.
Windsor Junction and Railway Station .....	P. Hessian.....	On foot .....	$\frac{1}{2}$	36	12 months .....	80 00
Wolfville and Railway Station .....	G. V. Rand.....	do .....	$\frac{1}{2}$	24	12 do .....	100 00
Woodbourne and Railway Station .....	T. J. Christison...	Optional.. ..	$\frac{1}{2}$	2	12 do .....	50 00
Yarmouth and Railway Station.....	A. Bain .....	Horse or vehicle.	$\frac{1}{2}$	12	12 do .....	48 00
					Total.....	\$112,589 53

A. CAMPBELL,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*

REPORT No. 2, C—Continued.

DETAIL of all payments for Mail Transportation in Nova Scotia, made within the Year ended 30th June, 1886.

CONVEYANCE OF MAILS BY STEAMBOATS AND SAILING VESSELS.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Annapolis and Digby .....	G. E. Corbitt .....	17	6	12 months (to March 31, 1886) ....	3,130 00
Barrington, &c., and Yarmouth .....	W. H. Cook .....	53	2	Season, 1885.....	300 00
Halifax and Boston, U.S. (half of postage collected) .....	J. F. Phelan & Son .....	400	1	do .....	400 00
North Sydney and Sydney .....	Owners of steamer "Lady of the Lake" .....	5	6	do .....	100 00
Port Mulgrave, East Bay and North Sydney, &c.....	Bras d'Or Steam Navigation Co.	75	6 & 3	do .....	1,000 00
Yarmouth and Boston, U.S (portion of postage collected)..	Nova Scotia Steamship Naviga- tion Co.....	240	1	do .....	177 05
				Total.....	\$5,107 05

A. CAMPBELL,

Postmaster-General.

H. A. WICKSTEED,

Accountant.

## REPORT No. 2, C—Continued.

DETAIL of all payments for Mail Transportation in Nova Scotia, made within the Year ended 30th June, 1886.

## CONVEYANCE OF MAILS BY RAILWAYS.

Name of Railway.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
Cumberland Coal and Railway Co.....	32	6 & 12	12 months (to 31st March, 1886) .....	\$ cts 895 18
Eastern Extension Railway.....	80	6	June and September Quarters, 1885, and March Quarter, 1886 .....	4,345 20
Intercolonial Railway (within Nova Scotia).....	196	With varying frequency over different sections of the line.....	12 months (to 31st March, 1886).....	25,480 00
Western Counties Railway .....	67	6	12 do .....	3,355 36
Windsor and Annapolis Railway .....	130	6 & 12	12 do .....	13,955 64
			Total .....	\$48,031 38

A. CAMPBELL,  
Postmaster-General.

H. A. WICKSTEED,  
Accountant.



**REPORT No. 2, C.—*Concluded***—Detail of all payments for making and repairing Mail Bags, Mail Locks, &c, in Nova Scotia, made within the Year ended 30th June, 1886.

Tradesmen's Names.	Particulars of Disbursements.	Amount.	
		\$	cts.
S. & H. Borbridge.....	Mail bags, labels and repairs for the Post Office Department.....	433	70
R. S. Montgomery.....	Mail bags, rivet seals, &c., for the Post Office Department.....	164	72
T. Forham & Co.....	Mail bags for Post Office Inspector, Halifax.....	110	00
A. V. Allen.....	Mail bags and repairs for do .....	260	23
H. B. Fidler.....	Repairing mail bags for do .....	55	85
	Total.....	\$1,024	50

A. CAMPBELL,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*

## PROVINCE OF NEW BRUNSWICK.

## REPORT No. 2, D.

DETAIL of all payments for Mail Transportation in New Brunswick, made within the Year ended 30th June, 1886.

Name o Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						\$ cts.
Acadie, Acadie Siding and Railway Station.....	J. McDonald.....	Vehicle.....	7	2	12 months.....	110 00
Albert and Elgin.....	F. Doherty.....	do.....	28	1	do.....	160 00
Albert and Harvey.....	B. W. Wells.....	do.....	3	.....	Special trips.....	13 00
Albert and Lumsden.....	W. B. Filmore.....	On horseback.....	7	.....	.....	25 00
Albert and Point Wolf.....	W. Martin.....	Vehicle.....	20	1	12 months.....	647 00
Albert and Railway Station.....	J. S. Fullerton.....	do.....	4	6	12 do.....	60 00
Albert Mines and Railway Station.....	E. Woodworth.....	do.....	1	12	do.....	20 00
Aldouane and Richibucto.....	M. Daigle.....	do.....	8	12	do.....	50 00
Alexander's Point and Miscou Lighthouse.....	O. Valley.....	do.....	26	2	12 do.....	332 00
Alexander's Point and Shippigan.....	R. Dugue.....	do.....	3	3	12 do.....	93 76
Alexandrina and Scovill's Mills.....	T. Stephenson.....	Horse or vehicle.....	4	1	12 do.....	20 80
Alison and Moncton.....	L. Wilson.....	Vehicle.....	10	1	12 do.....	52 00
Allandale and Poquicoek.....	D. Connelly.....	Horse or vehicle.....	6	1	12 do.....	35 00
Alma and Hastings.....	J. E. McQuaid.....	Vehicle.....	4	1	12 do.....	26 00
Anagance and Corn Hill.....	W. Dickey.....	do.....	6	2	12 do.....	73 00
Anagance and Elgin.....	E. A. Robinson.....	do.....	15	2	12 do.....	124 00
Anover and Fort Fairfield, U.S.....	J. Sloat.....	do.....	7	2	12 do.....	60 00
Andover and Railway Station.....	J. C. McCluskey.....	do.....	1	12	do.....	50 00
Annadale and English Settlement.....	W. Joslin.....	Optional.....	4	2	12 do.....	25 00
Apohaqui and Case Settlement.....	G. Z. Parlee.....	Horse or vehicle.....	10	1	12 do.....	50 00
Apohaqui, Collina and Starkey's.....	W. R. Williams.....	Vehicle.....	12 & 19	3 & 2	6 do (to Sept. 30, 1885).....	117 00
do.....	do.....	do.....	12 & 19	3 & 2	6 do from.....	123 50
Archibald Settlement and River Louison.....	J. Black.....	do.....	3	1	12 do.....	26 00
Archibald Settlement and Sunnyside.....	W. D. Millar.....	do.....	4	1	12 do.....	30 00
Aristook Portage and California.....	D. Murchison.....	Horse or vehicle.....	2	1	12 do.....	25 00
Armstrong and Waterford.....	J. Gray.....	Vehicle.....	8	1	12 do.....	45 72
Armstrong's Brook and Beckettville.....	C. G. Beckett.....	Optional.....	2	6	7 do.....	29 35
Armstrong's Brook and Jacquet River Station.....	W. Barclay.....	do.....	1	12	12 do.....	50 00
Armstrong's Brook and River Louison.....	do.....	do.....	3	3	3 do (to June 30, 1885).....	25 00
do.....	do.....	do.....	3	6	9 do from.....	131 25
Armstrong's Corner and Round Hill.....	R. Corbett.....	Horse or vehicle.....	20	2	12 do.....	230 00

Back Bay and St. George.	A. J. Seely.	Vehicle	11	3	12	do	224 88
Bairdville and Beaconsfield.	H. Baird.	Horse or vehicle.	18	1	6	do	20 00
do	do	do	11	1	3	do	15 90
do	do	do	11	1	3	do	13 75
Barachois and Lower Abouoggin.	H. Gallang.	Vehicle	11	1	12	do	44 50
Barnaby River and Railway Station.	M. McDonald.	do	120 yds.	12	3	do	5 00
do	do	do	120 yds.	12	3	do	22 50
Bartibog and Chatham.	J. Doyle.	On foot.	4	6	10	do	40 00
Bartlett's Mills and Railway Station.	J. Bartlett.	Vehicle.	16	3	6	do	75 00
Bass River and South Branch.	J. Brown.	do	16	3	6	do	101 24
do	J. A. Campbell.	do	8 & 3 1/2	2 & 1	12	do	134 50
Bath, Johnville and Kilfoil.	B. McGuire.	do	4	12	12	do	80 00
Bath and Railway Station.	T. Bohan.	On foot.	4	12	12	do	60 00
Bathurst and Caraqueet.	J. Foley.	Vehicle.	42	12	6	do	975 00
Bathurst and Railway Station.	S. Williamson.	do	2	19 1/2	3	do	43 09
do	S. P. Melanson.	do	2	18	6	do	59 63
do	do	do	2	18	3	do	31 36
Bathurst Village and Dumfries.	J. Nicol.	Horse or vehicle.	6	1	12	do	31 00
Bathurst Village and Tête à Gouche River (south side).	A. Branch.	Vehicle.	10 & 8	1	12	do	70 00
Bay du Vin Mills and Upper Bay du Vin.	W. Dickens.	do	5	1	12	do	40 00
Bayfield and Port Elgin.	A. Polly.	do	15 & 20	2	9	do	89 25
do	E. D. Silliker.	do	15 & 20	3	3	do	39 00
Bayfield, Port Elgin and Spence.	R. Trenholm.	Optional.	24 & 7	2 & 1	9	do	128 61
do	J. H. Trenholm.	do	24 & 7	2 & 1	12	do	42 50
Bayside and St. Andrews.	J. Simpson.	Vehicle	7	2	12	do	60 00
Bear Island and Scotch Lake.	J. Sennett.	Horse or vehicle.	4	1	12	do	6 75
Beaufort and Bristol.	J. Boyer.	do	19	3	12	do	260 00
Beaver Dam and Rusagornis.	W. Haining.	do	5	1	10	do	21 67
Beaver Harbor and Black's Harbor.	G. W. Cross.	do	3	1	6	do	15 00
do	do	do	4	1	5	do	14 58
Beaver Harbor and Pennfield Ridge.	W. Ash.	do	4	3	2	do	13 33
do	do	do	4	3	10	do	83 33
Belledune and Belledune River.	J. Chalmers.	Optional.	4	3	3	do	16 25
do	D. McCurdy.	do	4	3	3	do	56 25
Belledune and Railway Station.	J. Chalmers.	do	1	12	3	do	15 00
do	do	do	1	12	9	do	60 00
Belleisle Creek and Norton Station.	J. E. Hickson.	Vehicle	15 & 10	1	6	do	22 50
do	J. M. Huggard.	do	7	2	6	do	28 50
Belliveau Village and St. Joseph.	S. Bourgeois.	do	7	2	12	do	70 00
Belyea's Cove and Heustis' Landing.	J. B. Wait.	Horse or vehicle.	3	3	3	do	9 75
Benton and Railway Station.	A. J. Teed.	On foot.	50 yds.	12	12	do	20 00
Beresford and Railway Station.	J. Aubé.	do	100 yds.	1	12	do	15 00
Big Cove and Heustis' Landing.	W. Robertson.	Optional.	2 1/2	6	9	do	14 25
Biggar Ridge and Foreston.	R. Mann.	Horse or vehicle.	4	1	3	do	15 17
do	W. H. Statan.	do	4	1	7	do	6 25
Black Brook and Chatham.	W. A. Marshall.	Vehicle	8	2 s. & 1 w.	12	do	79 48
Black Lands and River Charlo.	W. Cook.	Optional.	3	3	12	do	38 00
Black Point and New Mills.	D. Cook.	do	4	3	12	do	14 29
do	P. Devereux.	do	4	3	3	do	32 55
do	do	do	4	3	8	do	17 do from do
do	do	do	4	3	8	do	14 days (to July 14, 85)
do	do	do	4	3	8	do	17 do from do



## REPORT No. 2, D—Continued.

DETAIL of all payments for Mail Transportation in New Brunswick, made within the Year ended 30th June, 1886.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						\$ cts
Black Rock and Three Brooks .....	L. Reed .....	Optional .....	1½	2	12 months .....	25 00
Blackville and Coughlan .....	D. Coughlan .....	Horse or vehicle .....	4	1	12 do .....	26 00
Blackville and Shinnickburn .....	W. T. Underhill .....	Vehicle .....	18	1	12 do .....	128 00
Blair Athol and Dalhousie .....	J. McIntyre .....	Optional .....	19	1	12 do .....	70 00
Bloomfield and Railway Station .....	N. Wetmore .....	do .....	6	12	12 do .....	56 00
Bloomfield Ridge and Botestown .....	T. McDonald .....	Horse or vehicle .....	3½	1	12 do .....	42 00
Bloomfield Station and Central Norton .....	N. Wetmore .....	Optional .....	3½	3	12 do .....	65 00
Bloomfield Station and Railway Station .....	T. W. Kierstead .....	On foot .....	9	12	12 do .....	20 00
Bocabec and St. Andrews .....	P. McLaughlin .....	Horse or vehicle .....	4½	3	(from June 1, 1885) .....	162 50
Botestown and Parker's Ridge .....	J. W. Parker .....	Vehicle .....	6	1	12 do .....	25 00
Botestown and Texas River .....	T. McDonald .....	Horse or vehicle .....	4½	1	12 do .....	30 00
Bonny River Station and Elmcroft .....	J. Frost .....	do .....	6	1	(from June 1, 1885) .....	26 87
Bonny River Station and Railway Station .....	G. Matheson .....	On foot .....	1	12	10 do .....	20 00
Boudreau Village, Rockland Station and South Rockland .....	J. Sutherland .....	Vehicle .....	1 & 5½	2 & 6	12 do .....	273 00
Boundary Creek and Railway Station .....	R. B. C. Weldon .....	On foot .....	3½	12	12 do .....	30 00
Boundary Creek and Steeve's Mountain .....	do .....	Vehicle .....	3½	12	12 do .....	38 00
Bourgeois, Grandique and Poirier's .....	P. Poirier .....	do .....	4 & 2	1 & 3	12 do .....	90 00
Breadalbane, New Mills and Railway Station .....	J. McMillan .....	Optional .....	1	12	3 do .....	9 00
do .....	A. McNairn .....	do .....	1	12	9 do .....	37 50
Brigg's Corner and Sheffield .....	F. McGowan .....	Vehicle .....	38	2	12 do .....	375 00
Bristol and Railway Station .....	J. Boyer .....	On foot .....	5	12	12 do .....	25 00
Brownsville and Stewarton .....	A. McGregor .....	Horse or vehicle .....	16 & 30	1	3 do .....	6 46
Buctouche and Richibucto .....	T. Roberts .....	Vehicle .....	18	3	(from Jan. 1, 1886) .....	180 00
Buctouche and St. Castin .....	do .....	do .....	6½	1	12 do .....	228 00
Buctouche and Shediac .....	L. Sawyer .....	Horse or vehicle .....	22	3	12 do .....	30 00
Bull Moose Hill and Springfield .....	J. D. Weldon .....	Vehicle .....	5	6	12 do .....	494 00
Bumfan, Mineral and Railway Station .....	W. E. Benson .....	Horse or vehicle .....	5 & 1½	1 & 12	(from July 1, 1885) .....	11 70
Burnville and Pockshaw .....	A. J. Kearney .....	do .....	9	3	12 do .....	70 00
Burnt Church and Church Point .....	R. Cushing .....	Vehicle .....	4	3	12 do .....	28 00
Burnt Ridge and Carletonville .....	H. F. Price .....	do .....	15	3	(from Oct. 1, 1885) .....	40 00
Butternut Ridge, New Canaan and Forks .....	A. Perry .....	do .....	12 & 3	1	12 do .....	93 00
Butternut Ridge and Petitcodiac .....	do .....	do .....	9	2 & 1	12 do .....	128 00
do .....	do .....	do .....	10	6	(to May 31, 1885) .....	31 33
do .....	do .....	do .....		10	do .....	121 67

Caledonia, Turtle Creek and Railway Station.....	F. Beaton .....	Horse or vehicle.	17 & 1	2	9	do	(to Dec. 31, 1885) .....	74 07
do	G. D. Reid. ....	do	17 & 3	2	3	do	from do	24 49
Calhoun and Railway Station.....	T. B. Calhoun .....	On foot	10	12	12	do	.....	25 00
Cameron's Mills and St. Louis de Kent.....	N. Mazeroie .....	Vehicle	6	2	12	do	.....	110 00
Campbell Settlement and Lower Southampton .....	L. Price.....	do	10	2	12	do	.....	89 78
Campbellton and Flatlands.....	A. McKenzie .....	do	10	2	4	do	(to May 31, 1885) .....	15 60
do	H. Adams.....	do	1	2	4	do	(to Sept. 30, 1885) .....	29 50
Campbellton and Railway Station .....	A. McLean .....	do	1	13	12	do	(including arrears and extra trips).....	224 86
Campo Bello and Wilson's Beach.....	J. Brown .....	do	7	1	12	do	.....	60 00
Canaan Station and Railway Station .....	J. J. Bernard.....	On foot	8 & 12	12	12	do	.....	20 00
Canaan Station and Sweeneyville .....	J. P. Bernard.....	Horse or vehicle.	3	2	12	do	.....	80 00
Canobie and Giffon .....	W. Glendinning .....	do	9	1	12	do	.....	30 00
Canterbury and Canterbury Station.....	J. Hermin .....	Vehicle	22	2	12	do	.....	125 00
Canterbury Station and North Lake .....	L. Veysey .....	do	22	1	1	do	(to April 30, 1885) .....	7 92
do	do	do	100 yds.	2	11	do	from do	174 16
Canterbury Station and Railway Station.....	W. Main.....	On foot.....	39	12	12	do	.....	60 00
Canterbury Station and Raigan.....	T. Ratigan .....	Horse or vehicle.	1 <sup>1</sup> / <sub>2</sub>	1	8	do	(from Aug. 1, 1885) .....	33 33
Cape de Moselle Creek and Railway Station .....	J. Wilson .....	Vehicle	8	6	12	do	Season, 1884-85, .....	10 00
Cape Tormentine and Amherst, N.S., Railway Station .....	Howson & Nuttall .....	do	74	6	12	do	12 months .....	1,160 00
Caraquet and Chatham .....	S. Carter.....	do	4	3	3	do	(to June 30, 1885) .....	1,595 00
Caraquet and Lower Caraquet.....	A. Lantaigue.....	do	4	3	9	do	do	12 25
do	do	do	20	6 s. & 3 w.	12	do	(less fine) .....	25 50
Caraquet and Shippigan .....	M. Nevins .....	do	1	12	6	do	(to Sept. 30, 1885) .....	329 00
Carleton and Railway Station.....	W. Freeman.....	Optional.....	1	12	11	do	(to Feb. 28, 1886) .....	49 00
Carleton and St. John .....	R. Duncan .....	do	1	24	1	do	from do	84 33
do	do	do	1	As req.	6	do	(to Sept. 30, 1885) .....	15 33
Carleton and Street Letter Boxes.....	Princess St. Ferry.....	do	1	12	12	do	.....	40 00
Carlie and Lower Windsor .....	W. Lane .....	do	1	3	12	do	.....	78 00
Central Blissville and Fredericton Junction.....	G. W. Shaw .....	do	2	3	12	do	(to Sept. 30, 1885) .....	40 00
do	J. Shehan .....	Horse or vehicle.	3	1	6	do	.....	10 00
do	T. Colman .....	Optional.....	3 & 1	1 & 6	6	do	do	15 00
do	J. Shehan .....	do	3 & 1	2 & 6	6	do	from do	40 00
do	G. Gardner.....	Horse or vehicle.	3	2	11	do	(from May 1, 1885) .....	36 67
Central Hampstead and Hibernia.....	W. A. Taylor.....	Vehicle	2, 4, 6 & 12	6, 3 & 2	12	do	.....	298 76
Centerville, Florenceville, Tracey's Mills and Greenfield.....	J. McShane.....	Horse or vehicle.	5	1	12	do	.....	23 00
Chambers' Settlement and Foster's Croft .....	I. Michaud .....	do	4 & 6	1	12	do	.....	50 00
Chamford and Grand Falls .....	U. J. Hope .....	do	19 & 4	2 & 6	12	do	.....	170 00
Chance Harbor, Lepreaux and Little Lepreaux.....	M. Mulheron .....	Vehicle	11	1	12	do	.....	50 00
Charleston and Middle Simonds.....	W. R. Jamieson .....	Optional.....	1	12	3	do	(to June 30, 1885) .....	2 50
Charlo Station and Railway Station .....	J. Baldwin .....	Horse or vehicle.	5	1	12	do	.....	25 00
Chatham and Douglasfield .....	J. Phelan .....	Vehicle	26	2	12	do	.....	275 00
Chatham and Kouchibouguac .....	J. Noble.....	do	45	2	5	do	(to Aug. 31, 1885) .....	157 90
Chatham and Point Escuminac.....	J. do .....	do	4	2	7	do	from do	223 51
do	J. Jardine.....	Optional.....	1	24	3	do	(to June 30, 1885) .....	50 00
Chatham and Railway Station.....	J. Ward.....	do	1	24	9	do	from do	150 00



## REPORT No. 2, D—Continued.

DETAIL of all payments for Mail Transportation in New Brunswick, made within the Year ended 30th June, 1886.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
Chelmsford and Doyle's Brook	J. Gratten.	Horse or vehicle.	7	2 s. & 1 w.	6 months (from Oct. 1, 1885).	\$ 25 00
Chelmsford and South Nelson	J. Casey.	Optional.	10	12 do	do	99 00
Chipman and Harley Road	J. Brown	do	5	1 9 do	(to Dec. 31, 1885).	18 75
do	do	do	5	1 3 do	from do	8 75
Chipman and Weldford	S. M. Dunn.	Horse or vehicle.	40	1 12 do	do	232 00
Clarendon and Gaspareaux Station	T. Washburn	Vehicle	6	2 12 do	do	90 00
Clarendon Station and Railway Station	G. Lacy	On foot.	70 rods.	6 3 do	(to June 30, 1885).	1 50
do	do	do		6 9 do	from do	30 00
Clifton and Grey's Mills	J. Rodgers	Horse or vehicle.	10	6 12 do	do	244 00
Clifton and Land's End	O. M. Flewelling.	Vehicle	21	2 12 do	do	260 40
Clinch's Mills and Gooseberry Cove	J. Ferguson	do	4	2 12 do	do	60 00
Clinch's Mills and Little Musquash	J. McGuire	Horse or vehicle.	50	1 12 do	do	28 61
Clinch's Mills and Railway Crossing	C. F. Clinch.	On foot.	15	12 12 do	do	15 00
Clorer Hill and Sussex Vale	F. G. Buchanan	Horse or vehicle.	4	2 12 do	do	156 00
Coal Creek and Coal Mines	J. Brown	Vehicle	4	2 12 do	do	44 00
Coal Creek and Upper Coal Creek	M. E. Weaver	Horse or vehicle	4	1 12 do	do	25 00
Cocagne and Cocagne Cape	J. S. Lucas.	do	4	1 12 do	do	70 00
Cocagne and Scovill's Mills	H. Dysart	Vehicle	6	2 12 do	do	155 76
Cole's Island and Narrows	I. A. Worden.	Horse or vehicle.	11½	1 12 do	do	100 00
Cole's Island and New Canaan	J. Thorne	do	23½	12 12 do	do	50 00
College Bridge and Railway Station	D. F. Richard	On foot.	24 r. t.	1 6 do	(to Sept. 30, 1885)	18 00
Collina and Springfield	J. Killier	Vehicle	24 r. t.	1 6 do	from do	21 00
do	do	do	11 & 7	1 12 do	do	52 00
Corn Hill and Petitediac	W. W. Price.	Horse or vehicle.	10	2 3 do	(to June 30, 1885).	18 75
Coverdale and Moncton	E. Goodall	do	14	2 3 do	(to Sept. 30, 1885)	26 25
do	do	do	5	1 12 do	do	19 76
Cox's Point and Cumberland Bay	A. G. McLean	do	2	1 12 do	do	30 00
Cross Creek and Stanley	T. Sanson	Optional.	2	12 do	do	30 00
Curryville and Railway Station	J. A. Beaumont.	Vehicle	1½	12 do	do	76 25
Dalhousie and Dalhousie Junction	S. McGregor.	do	9	3 12 months	Special trips	46 00
Dalhousie and Point la Nim	P. Stewart	do	3	24 9 do	(from July 1, 1885).	201 20
Dalhousie and Railway Station	H. A. Johnson.	do	1½	4 Season, 1885.	do	31 50
Dalhousie and Wharf	do	Optional.	1½	12 12 months	do	25 00
Dalhousie Junction and Railway Station	J. McNair	do	1½	12 12 months	do	25 00



Dalhousie Railway Station and Maple Green . . . . .	J. Fraser . . . . .	do	3	12	do	40 00
Dawson Settlement and Hillsborough . . . . .	P. Bronay . . . . .	do	7	2	do	27 30
do	do	do	8	3	do	20 75
Debeck and Railway Station . . . . .	A. Harron . . . . .	Horse or vehicle.	18	12	do	30 00
Doaktown and Shinnickburn . . . . .	J. McDuff . . . . .	Vehicle	8	1	do	100 00
Donegal, Waterford and Sussex Vale . . . . .	F. C. Buchanan . . . . .	do	23	2 & 1	do	130 00
Dorchester and Fairview . . . . .	A. Crossman . . . . .	Horse or vehicle.	14	2 1/2	do	10 83
Do: Chester and Railway Station . . . . .	S. W. Tingley . . . . .	Vehicle	12	3 s. & 2 w.	do	427 73
Dorchester and Rockport . . . . .	R. Ward . . . . .	do	12	3	do	43 50
do	J. Read . . . . .	do	14	2	do	119 25
Dorchester Crossing and Railway Station . . . . .	P. L. Belliveau . . . . .	On foot . . . . .	14	1	do	8 00
Dorn Ridge and Mouth of Keswick . . . . .	T. Murray . . . . .	Horse or vehicle.	14	1	do	6 25
do	W. H. Pugh . . . . .	do	14	2 11	do	79 75
Douglastown and Newcastle . . . . .	J. Fisher . . . . .	Vehicle	18	12	do	250 00
Dover and Moncton . . . . .	J. Macfarlane . . . . .	do	11	2	do	137 00
Downeyville and Springfield . . . . .	W. Kellier . . . . .	Horse or vehicle	11 & 3	4	do	80 00
Downeyville and Tooleton . . . . .	V. Vanwart . . . . .	do	3	1	do	71 00
Doyle Settlement and River Louison . . . . .	T. Hayes, jun . . . . .	Vehicle	30 yds.	6	do	12 00
Dunbar Station and Railway Station . . . . .	T. Irvin . . . . .	Optional . . . . .	20 & 5	2	do	40 00
Dunbarton Station and Rolling Dam . . . . .	do	do	5	1	do	102 96
Dundee and Shannon Vale . . . . .	W. Wright . . . . .	Vehicle.	4	1	do	25 00
Dungiven and Memramcook . . . . .	E. Toole . . . . .	do	5	1	do	25 00
Dupty's Corner and St. André de Shediak . . . . .	R. Hébert . . . . .	Horse or vehicle.	3 1/2	1	do	12 00
East Scotch Settlement and Stewarton . . . . .	A. McGregor . . . . .	Optional.	3	1	do	11 61
Edmundston and Grand Falls . . . . .	M. Hart . . . . .	Vehicle	37	6	do	1,395 00
Edmundston and Mouth of St. Francis . . . . .	L. Leveque . . . . .	do	36	3	do	350 00
Edmundston and Upper Madawaska . . . . .	D. Sirois . . . . .	do	3	6	do	24 00
El River and River Charlo . . . . .	J. Goulett . . . . .	Optional.	4	3	do	12 25
do	do	do	4	3	do	44 25
Elgin and Meadow . . . . .	W. P. Robinson . . . . .	Horse or vehicle	18	1	do	96 20
Elgin and Pleasant Vale . . . . .	R. A. Colpitts . . . . .	Optional.	7	1	do	30 00
Elgin and Railway Station . . . . .	A. E. Killam . . . . .	Vehicle	12	6	do	27 00
do	G. M. Killam . . . . .	do	12	6	do	9 97
Elmsville and Oak Bay . . . . .	T. Bell . . . . .	Horse or vehicle.	12	1	do	13 00
Elmsville and Railway Station . . . . .	J. H. Dyer . . . . .	On foot . . . . .	12	6	do	33 33
Ennisville Station and Railway Station . . . . .	B. McAloon . . . . .	Optional.	10	6	do	25 00
Fairhaven and Lord's Cove . . . . .	T. McLaughlin . . . . .	Vehicle	10	3 s. & 2 w.	do	195 00
Fairhaven and Steamer . . . . .	do	Boat	1	3 s. & 2 w.	do	100 00
Fairville and Railway Station . . . . .	C. J. Tilton . . . . .	Optional.	1	18	do	56 25
do	do	do	1	24	do	25 00
Ferguson's Point and Intersection of Carquet and Unatham Route . . . . .	W. Ferguson . . . . .	On foot . . . . .	1	3	do	2 60
do	do	do	1	6	do	26 00
Flatlands and Railway Station . . . . .	J. Steeves . . . . .	do	1	8	do	33 33
Florenceville and Railway Station . . . . .	W. McMullin . . . . .	Optional . . . . .	1	12	do	125 00
Florenceville East, Upper Peel and Riverbank . . . . .	H. B. Taylor . . . . .	do	2 & 2	3 & 2	do	82 48
Forks and Ida . . . . .	E. Kierstead . . . . .	do	4 1/2	1	do	25 00

## REPORT No. 2, D—Continued.

DETAIL of all payments for Mail Transportation in New Brunswick, made within the Year ended 30th June, 1886.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
Four Falls and Ortonville.....	P. G. Fraser.....	Horse or vehicle.	11	1	12 months	50 00
Fredericton and Hanwell.....	J. D. O'Brien.....	Optional.....	10	1	do	60 00
Fredericton and Lower St. Mary's.....	T. B. Dunphy.....	do	5	2	do	20 00
do	do	do	6	2	do	30 00
do	do	do	6	2	do	18 00
Fredericton and Marysville.....	do	do	4	12	do	169 00
Fredericton and Newcastle.....	R. Swim.....	do	105	3	do	1,145 00
Fredericton and New Maryland.....	M. Goff.....	do	5	1	do	30 00
Fredericton and Railway Station.....	P. D. McKenzie.....	do	5	13	do	37 37
do	do	do	1	24	do	158 16
Fredericton and Stanley.....	T. B. Dunphy.....	do	30	1	do	103 25
do	do	do	33½	1	do	39 00
Fredericton and Woodstock, East.....	E. H. Rainsford.....	do	70	3	do	595 00
Fredericton and Woodstock, West.....	do	do	63	3	do	700 00
Fredericton Junction and Railway Station.....	E. W. Brownell.....	On foot.....	25 yds.	24	do	6 25
do	J. Shehan.....	do	25 yds.	24	do	30 00
French Village and St. John.....	J. Paton.....	Vehicle.....	15 & 17	1	do	117 00
do	do	do	15 & 17	1	do	34 00
Gagetown and Mouth of Nerepis.....	W. Hamilton.....	do	45	3	do	173 50
do	S. Cameron.....	do	45 s., 40 w.	3	do	517 50
Gagetown and Narrows.....	F. R. Wilson.....	Optional.....	19	3	do	324 00
Gagetown and Welsford.....	H. Johnston.....	Vehicle.....	28	3	do	470 00
Gagetown and White's Cove.....	J. Moore.....	do	13	3	do	67 50
do	W. Hamilton.....	do	13	3	do	125 00
Galley and Galland's.....	J. White.....	On foot.....	2	2	do	30 00
Gaspereaux Station and Railway Station.....	P. W. Mooney.....	Vehicle.....	1	6	do	40 00
Gaythorne and Tabusintac.....	E. McCallum.....	do	4	1	do	30 00
Gillespie and Grand Falls Portage.....	J. McCallan.....	On foot.....	2	1	do	25 00
Gladstone and Kintore.....	T. Watt.....	Horse or vehicle.....	8½	2	do	80 00
Glasville and Rutherford Glen.....	E. D. Martin.....	do	4	1	do	15 60
Golden Ridge and Knowlesville.....	G. Campbell.....	Vehicle.....	6	1	do	34 00
Goose Creek and Shepody Road.....	J. Prescott.....	do	13	1	do	60 00



Grafton and Woodstock.	A. D. Shea.	do	1 1/2	6 1/2	do	100 00
Grainfield and Renous River	M. Hayes	Horse or vehicle.	4	1 1/2	do	30 00
Grand Anse and Mignonette.	S. Theriault	do	7	1	do	17 00
do	do	do	8	3	do	56 25
Grand Bay and Railway Station.	P. McMillan	On foot	1 1/2	2, s. & 1, w.	from do	20 00
Grand Falls and Railway Station.	D. Hamm	do	6	12	do	75 00
Grand Falls and Undine	W. Petit	Vehicle	13 & 11	12 1/2	do	29 50
do	F. Petit	do	13 & 11	2	do	88 50
Grand Falls and Woodstock.	J. A. Perley	do	74	2	do	2,698 00
Grand Harbor and White Head	C. Guptill	Optional.	6	12	do	125 00
Grand Manan and Seal Cove	T. A. Kendrick	do	13	2, s. & 1, w.	less fine	14 55
do	do	do	13	2	do	76 76
do	do	do	13	3	do	46 95
do	do	do	13	5	do	93 00
Great Shemogue and Little Cape.	R. Bryant	Vehicle	20 & 27	1 1/2	do	35 00
Great Shemogue and Upper Sackville	H. Wherton	do	3 1/2	1	do	40 00
Green Point and Petit Rocher.	J. Morrison.	Horse or vehicle.	5	1 1/2	do	104 00
Halcomb and Lyttleton.	J. Somers	do	12	1	do	3 33
Hammond Vale and Shepody Road.	W. Fowler	Vehicle	6	2 1/2	do	20 00
Hampstead and Hibernia.	D. Gardner.	do	2	6	do	20 00
Hampstead and Wickham.	J. S. Vanwart	do	2	2	do	40 00
do	G. H. Clark	do	1	6 1/2	do	145 00
Hampton and Ossekeag.	F. Williams	do	13	2 1/2	do	22 50
Hampton and Urquhart's.	H. Piers	do	4	1 1/2	do	29 00
Hardingville and Quaco Road.	F. J. Johnston	do	13	1	do	24 00
do	O. Brown	do	22 1/2 & 20	3 1/2	do	295 38
do	J. Perry	do	13	12 1/2	do	40 00
do	C. Rogers	do	11	6	do	70 00
do	S. H. Shaw	do	28	12	do	20 00
do	H. Shaw	Optional.	1	6	do	107 00
do	R. Smith	do	18	Special trips	do	6 00
do	J. L. Richardson.	Horse or vehicle.	50 yds.	6 12 months	do	30 00
do	W. B. Wells	Vehicle	1	2 1/2	do	133 00
do	do	Optional.	28	3 1/2	do	20 00
do	W. Messer, jun.	do	18	6 12 months	do	28 76
do	J. Rutherford.	Horse or vehicle.	50 yds.	2 1/2	do	22 00
do	R. McLaughlin.	Optional.	8	12 1/2	do	150 00
do	F. D. Ganong.	Vehicle	4	1	do	33 33
do	do	do	19 & 20	2 & 1	do	56 87
do	G. Hayes.	Horse or vehicle.	19 & 20	2 & 1	do	41 67
do	J. Gillis.	On foot.	19 1/2	6 8	do	11 67
do	D. Duncan.	Horse or vehicle.	7	1 8	do	27 00
do	F. S. Hanford	do	3	2 10	do	200 00
do	J. M. Fowler	do	7	2 2	do	4 00
do	J. McNair	Vehicle	3	1 12	do	78 00
do	J. Bray	Horse or vehicle.	9	6 12	do	
do	J. Leavitt	Optional.	1	Special trip	do	
do	J. Bray	Vehicle.	1	12	do	



## REPORT No. 2, D—Continued.

DETAIL of all payments for Mail Transportation in New Brunswick, made within the Year ended 30th June, 1886.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						\$ cts.
Hillsborough and Rosevale.....	H. J. Stevens.....	Vehicle.....	12	3	12 months.....	148 00
Hillsborough and Stevescote.....	D. E. Steves.....	do.....	3	1	6 do 7 days (to Dec 31, '85).....	7 00
Hillsdale and Mackville.....	M. Houlihan.....	Horse or vehicle.....	3	1	12 do.....	19 76
Hillsdale and Sussex Vale.....	S. P. Kyle.....	Vehicle.....	17	3	12 do.....	260 00
Hopewell Hill, Hopewell and Railway Station.....	J. Deegan.....	do.....	1 & 1/4	6 & 12	12 do.....	80 00
Hopewell Hill and Memel.....	W. Hunt.....	do.....	7 & 5	1	12 do.....	50 00
Hopewell Hill and Memel.....	J. Colpitts.....	do.....	18	1	12 do.....	93 00
Hopper and Salsbury.....	J. E. Patterson.....	Horse or vehicle.....	12 & 9	2	12 do.....	75 83
Hoyt Station and Juvenile Settlement.....	A. W. Mersereau.....	On foot.....	100 yds.	12	12 do.....	25 00
Hoyt Station and Railway Station.....						
Indian Mountain and Moncton.....	M. Horsman.....	Vehicle.....	14	1	12 do.....	90 00
Indian Mountain and St. John.....	W. McLaughlin.....	do.....	2	12	12 do.....	156 00
Inkerman and Pockmouche.....	V. Lozier.....	do.....	3	3	12 do.....	30 00
Irishtown and Moncton.....	J. Larracey.....	do.....	8	1	12 do.....	40 00
Irishtown and Shediac.....	W. Larracey.....	do.....	20	1	12 do.....	102 00
Jenkins and Thorne town.....	M. Worden.....	Optional.....	14	3	12 do.....	40 00
Jordan Mountain and Newtown.....	J. O. Coates.....	Horse or vehicle.....	4	1	2 do (from Feb. 1, 1886).....	6 67
Kerry and New Ireland Road.....	F. Doherty.....	do.....	5	1	12 do.....	25 00
Kewick Ridge and Millville.....	J. Harrigan, jun.....	Vehicle.....	25 & 28	2	12 do.....	251 32
Kilburn's Landing and Kintore.....	D. Watt.....	Optional.....	6	3	12 do.....	75 00
Kincardine and Upper Kincardine.....	D. Burns.....	Horse or vehicle.....	5	1	12 do.....	40 00
Kingsclear and New Market.....	D. Murphy.....	do.....	5	1	12 do.....	18 00
Kingston (Kent) and Railway Station.....	E. Harnett.....	do.....	1/2	12	12 do (and arrears).....	111 46
Kingston (Kent) and Richibucto Village.....	P. McCaule.....	Vehicle.....	7	2	12 do.....	60 00
Kingston (King's) and Rothesay.....	S. Cosman.....	do.....	10	6	12 do.....	449 00
Knoxford and Upper Knoxford.....	J. McLaggan.....	Horse or vehicle.....	4	1	12 do.....	26 00
Kouchibouguac and Kouchibouguac Beach.....	A. B. Weldon.....	do.....	9	2	9 do (to Dec. 31, 1885).....	60 00
do.....	J. Beattie, jun.....	do.....	9	2	3 do (from do.....	22 50
do.....	J. Potter, sen.....	Vehicle.....	23	1	6 do (to Sept. 30, 1885).....	32 50
Kouchibouguac and Point Sapin.....	J. Potter, jun.....	do.....	20	1	6 do (from do.....	32 50
do.....	P. Wood.....	do.....	12	6	12 do.....	265 00
Kouchibouguac and Richibucto.....						
Lake George and Prince William Station.....	W. Nichol.....	do.....	22	2	12 do.....	190 00

Lakeview and Narrows.....	R. F. Black.....	Optional.....	3	3	12	do	40 00
Lakeville Corner and Newcastle Creek.....	J. O. Kimmions.....	Vehicle.....	28	12	12	do	194 88
Lawrence Station and Railway Station.....	J. Taylor.....	On foot.....	100 yds.	12	12	do	20 00
Ledge and St. Stephen.....	M. McInerney.....	Vehicle.....	4	3, s. & 2, w.	12	do	60 00
Lepreux and Railway Station.....	H. P. Reynolds.....	On foot.....	15	12	12	do	25 00
Lewis Mountain and Pettitodiac.....	W. W. Price.....	Vehicle.....	12 & 13	12	12	do	72 80
Lime Hill and Spring Hill Road.....	T. Scribner.....	Optional.....	2	1	12	do	15 00
Lincoln and Oromocto.....	A. E. Bulley.....	Vehicle.....	4	3	12	do	15 00
Little River (Elgin) and Prosser Brook.....	W. F. Beaman.....	Optional.....	4	1	12	do	65 00
Little Salmon River Mills and Shepody Road.....	G. J. Vaughan.....	do.....	4	1	12	do	28 00
Loch Lomond and St. Martins.....	A. E. Mallory.....	Horse or vehicle.....	8	1	2	do	5 83
Long Creek and Sheba.....	M. Simpson.....	Vehicle.....	20	1	5	do	41 67
Long Point and Springfield.....	W. Keller.....	Horse or vehicle.....	3	2	12	do	19 48
Long Settlement and Woodstock.....	W. McDonald.....	Horse or vehicle.....	7 & 10	1	12	do	35 44
Lower Brighton and Woodstock.....	J. Downey.....	Vehicle.....	26	1	12	do	254 00
Lower Nappan and Point au Car.....	D. Loggie.....	do.....	8	2	12	do	72 00
Lower Southampton and Norton Dale.....	S. E. Orrie.....	Horse or vehicle.....	5	2	12	do	54 00
Lower Turtle Creek and Turtle Creek.....	G. A. Fillmore.....	Vehicle.....	10	2	12	do	120 00
Lower Woodstock and Speerville.....	J. H. Dugan.....	do.....	3	1	12	do	15 00
Lozier Settlement and St. Isidore.....	L. Ache.....	do.....	4	1	12	do	45 00
Lyttleton and Red Bank.....	E. H. Toyer.....	Horse or vehicle.....	5	4	6	do	30 00
.....	.....	.....	5	3	12	do	80 00
McGinley and Memramcook.....	S. O. Charters.....	Optional.....	1 1/2	3	12	do	90 00
McLaughlin and Renous Bridge.....	W. Hogan.....	Vehicle.....	5	2	12	do	45 00
Macataquack and Scotch Lake.....	J. S. Jackson.....	Horse or vehicle.....	3	1	6	do	12 50
Maplehurst, Upper Kent and Railway Station.....	A. A. Hawthord.....	Vehicle.....	3 & 1/2	1 & 12	12	do	50 00
Maplewood and Millville.....	J. Appleby.....	Horse or vehicle.....	5	1	12	do	24 00
Martins Head and Salmon River.....	W. J. Davidson.....	do.....	15	1	12	do	100 00
Marysville and Peniac.....	T. B. Dunphy.....	do.....	4	2	9	do	56 25
do.....	do.....	do.....	4	2	3	do	15 00
Maugerville and Upper Maugerville.....	W. H. Bent.....	Optional.....	4	3	1	do	5 00
do.....	P. McGlosky.....	do.....	5	3	11	do	62 33
Memramcook and Railway Station.....	S. C. Charters.....	do.....	5	24	9	do	67 50
do.....	do.....	do.....	2	12	3	do	25 00
Milford and Railway Station.....	J. Irvine.....	Vehicle.....	2	12	12	do	75 00
Milledgeville and St. John.....	D. Connel.....	do.....	4	2	12	do	65 00
Millstream and Mountain Dale.....	W. E. Fenwick.....	do.....	6 & 7	1	12	do	36 00
Millstream and Mount Middleton.....	G. D. Fenwick.....	Horse or vehicle.....	2 1/2	1	5	do	9 75
Milton and Pockshaw.....	R. Cushing.....	Optional.....	9	3	6	do	23 00
Milton and St. Stephen.....	J. & E. Keys.....	do.....	2	12	12	do	139 00
Miltoon and Upper Mills.....	G. E. Lovejoy.....	do.....	3	1	12	do	52 00
Mispec and St. John.....	J. Patton.....	do.....	9	1	12	do	59 76
Moncton and Railway Station.....	C. R. Smith.....	do.....	1	30	1	do	29 67
do.....	G. M. Sweeney.....	do.....	1	30	10	do	270 33
Moncton and Stony Creek.....	J. B. Scott.....	do.....	8	1	12	do	39 00
Moncton and Upper Coverdale.....	E. S. Goodall.....	Horse or vehicle.....	14	2	6	do	52 50
Moncton Road and Shediac.....	W. G. Bateman.....	do.....	6	1	12	do	40 00
Monument Settlement and Richmond Corner.....	W. Kirk.....	do.....	27 & 20	2	12	do	156 00
Moore's Mills and Railway Station.....	A. Cormick.....	On foot.....	300 feet.	12	12	do	52 00



## REPORT No. 2, D—Continued.

DETAIL of all payments for Mail Transportation in New Brunswick, made within the Year ended 30th June, 1886.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						\$ cts.
Mount View and Upper Sackville.....	J. Wharton.....	Horse or vehicle	3	1	12 months.....	20 00
Montville and Railway Station.....	J. Wilbur.....	Optional.....	100 yds.	12	12 do.....	20 00
Mouth of Jemseg and Steamer.....	S. Vanwart.....	Boat or foot....	4 1/2	12	Part of season, 1885.....	10 00
Mouth of Nerepis and Railway Station.....	J. M. Nase.....	On foot.....	4 1/2	12	9 months (to Dec. 31, 1885).....	42 46
do.....	do.....	do.....	4 1/2	18	3 do from do.....	18 75
Musquash and Railway Crossing.....	J. F. E. Garman.....	do.....	4 1/2	12	12 do.....	26 00
Narrows and Norton Station.....	W. Linden.....	Optional.....	21	3	12 do.....	425 00
Narrows and Upper Gaspereaux.....	T. A. Ferris.....	Vehicle.....	50	3	9 do (to Dec. 31, 1885).....	4 9 00
do.....	J. B. Wiggins.....	do.....	50	3	3 do from do.....	143 75
Narrows and Wickham.....	J. M. Ducey.....	do.....	24	3	12 do.....	388 00
Nashwaak and Stanley.....	J. A. Young.....	Horse or vehicle	10	1	12 do.....	52 00
Nasonworth and New Maryland.....	S. K. Nason.....	do.....	4 1/2	1	7 do (from Sept. 1, 1885).....	11 57
Nanwigewauk and Railway Station.....	W. W. Dodge.....	On foot.....	4 1/2	13	12 do.....	25 00
Nerepis Station and Railway Station.....	D. McKenzie.....	do.....	12	12	9 do 20 days (to Jan. 20, '86).....	16 11
do.....	do.....	do.....	12	18	2 do 11 days from do.....	5 83
Nerepis Station and Round Hill.....	D. W. McKenzie.....	Horse or vehicle	12	1	8 do (from Aug. 1, 1885).....	46 56
New Brunswick Division.....	do.....	do.....	do.....	do.....	Special trips; snow blockade on railway.....	127 00
do.....	do.....	do.....	do.....	do.....	Special trips; washout of railway.....	14 00
Newcastle and Railway Station.....	J. Fisher.....	Vehicle.....	1	24	12 months.....	175 28
Newcastle and Red Bank.....	J. C. Millar.....	Horse or vehicle.	15	3	12 do.....	233 00
Newcastle and Seville.....	A. Cain.....	Vehicle.....	25	1	12 do.....	184 00
Newcastle and South Nelson.....	M. J. Welsh.....	do.....	2	6	3 do (to June 30, 1886).....	62 50
do.....	J. Doolan.....	do.....	2	6	3 do from do.....	149 25
New Mills and Railway Station.....	J. T. Windsor.....	Optional.....	1 1/2	12	3 do (to June, 30, 1885).....	7 50
do.....	A. McNair.....	do.....	12, 10 & 14	12	9 do from do.....	37 41
Newton and Sussex Vale.....	A. McLean.....	Vehicle.....	4	3	12 do.....	140 00
Nixon and Turtle Creek.....	G. Wilson.....	Optional.....	4	1	12 do.....	20 00
North Forks of Salmon Creek and Salmon Creek.....	G. T. Fowler.....	Vehicle.....	4	1	12 do.....	32 00
North River Platform and Railway Station.....	T. Jones.....	On foot.....	4 1/2	12	12 do.....	25 00
Oak Bay and Railway Station.....	R. W. Wilson.....	do.....	1 1/2	12	10 do (from June 1, 1885).....	54 17
Oakham and Thornetown.....	M. Perry.....	Vehicle.....	3	2	12 do.....	30 00



Oak Hill and St. Stephen.	Hardy & Bridges.	do	21	1	4	do	(to July 31, 1885)	50 00
do	do	do	24½	1	5	do	(to Dec. 31, 1885)	72 92
Oak Point and Round Hill	J. & E. Keys	do	22	1	3	do	from do	39 75
Oakville and Richmond Corner	T. Harrison	Horse or vehicle.	3	6	Part of season, 1885	do	do	15 00
Oromocto, Sheffield, Upper Gagetown and Swan Creek	A. H. Kirk	do	10	1	12 months	do	do	75 00
Oromocto and Wausis Station	L. J. Bryson	do	10, 21 & 12	6 & 3	9	do	(to Dec. 31, 1885)	258 21
do	J. W. Currier	do	10, 21 & 12	6 & 3	3	do	from do	86 07
Oromocto and Woodside	J. Kelly	do	6	6	6	do	(to Sept. 30, 1885)	95 00
Osekeag and Upperton	J. Hubble	do	6	6	6	do	from do	95 00
Painsec Settlement and Railway Station	W. Rutledge	do	12	2	12	do	do	79 00
Pasekeag and Railway Station	N. M. Barnes	Vehicle	18	2	12	do	do	180 00
Pasekeag and Sherlock	E. Babin	do	1	2	12	do	do	27 00
Pennfield and Pennfield Ridge	J. P. Waterbury	On foot	100 yds.	12	12	do	do	25 00
Pennfield Ridge and Railway Station	S. McVey	Horse or vehicle.	4½	1	12	do	do	30 00
Penobscis and Roxburgh	S. McVey	Optional	2	2	2	do	(to May 31, 1885)	10 00
Perth Centre and Railway Station	do	Horse or vehicle	19	6	12	do	do	60 00
do	W. Haslam	Vehicle	19	2	12	do	do	163 40
Perth Centre and Riley Brook	D. A. Larlee	Optional	1	12	3	do	(to June 30, 1885)	6 25
Perth Centre and Tilley (No. 1)	G. W. Latlee	do	60 & 8	12	9	do	from do	37 50
Perth Centre and Tilley (No. 2)	W. Inman	Vehicle	15	2 & 1	12	do	do	565 84
Petersville and Welsford	C. Craig	do	15	1	12	do	do	52 00
Petersville Church and South Clones	C. Goslin	Horse or vehicle.	15	1	12	do	do	75 00
do	J. Burton	Vehicle	4	2	12	do	do	100 00
do	J. Chittick, sen.	Optional	4	1	9	do	(to Dec. 31, 1885)	15 00
Petit Rocher and Railway Station	do	do	4	1	3	do	from do	7 50
do	J. Morrison	do	1½	13	3	do	(to June 30, 1885)	15 00
Pioneer and Woodstock	O. T. Hanson	Vehicle	25	12	9	do	from do	56 25
Pisarcino and Spruce Lake	S. McGuire	do	6	2	12	do	do	373 00
Pocologan and New River Railway Station	J. Knight	Horse or vehicle.	6	2	12	do	do	39 50
Pocologan and Railway Station	S. T. Anderson	Vehicle	5	2	11	do	16 dys (from Apl. 15, 85)	47 92
Pointe du Chêne and Railway Station	F. McDonald	Optional	5	12	12 months	do	14 days (to April 14, 1885)	2 08
Poirier and Scovill's Mills	F. Cyr	Horse or vehicle.	6	1	12	do	do	25 00
Pollitt River and Railway Station	A. E. Killam	On foot	100 yds.	3	12	do	do	30 00
Portage River and Junction of Carquet and Chatham Route	L. Mauzerall	Optional	2	3	12	do	do	20 00
Port Elgin and Shediac	C. Gautreau	Vehicle	35	3	12	do	do	30 00
Port Elgin, Westmoreland Point and Railway Station	A. Richardson	do	16 & 1	6 & 12	3	do	(to June 20, 1885)	400 00
do	F. J. Bulmer	do	16 & 1	6 & 12	9	do	from do	77 60
Prince of Wales and Railway Crossing	J. Cairns	On foot	30 yds.	6	12	do	do	300 00
Prince William Station and Railway Station	W. G. Hatch	do	3	12	9	do	(from July 1, 1885)	31 00
Prince William Station and York Mills	W. Murray	Horse or vehicle	3	2	12	do	do	18 75
Reynolds and South Nelson	B. Reynolds	do	7	1	3	do	(to Dec. 31, 1885)	6 25
do	do	do	7	2	3	do	from do	12 50
Richibucto and Railway Station	J. G. Vautrin	do	1	6	12	do	do	75 00
Richibucto and Weldford	L. J. Mathieu	do	27	6	6	do	(from Oct. 1, 1885)	368 50

## REPORT No. 2, D—Continued.

DETAIL of all payments for Mail Transportation in New Brunswick, made within the Year ended 30th June, 1886.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						\$ cts.
Richibucto and Wolford Railway Station.....	P. Wood.....	Optional .....	27½	6	6 months (to Sept 30, 1885).....	400 00
River Charlo and Railway Station.....	W. R. Jamieson... do .....	do .....	1	12	3 do (to June 30, 1885).....	14 50
do .....	do .....	do .....	1	12	9 do .....	48 75
Riverside and Railway Station.....	M. Daley.....	On foot .....	100 yds.	12	12 do .....	29 00
Rockland Station and Railway Station.....	J. Sutherland.....	do .....	10 & 6	12	12 do .....	20 00
Rockport, Wood Point and Sackville.....	J. Reid.....	Optional .....	16	1 & 2	1 do (to Jan. 31, 1886).....	10 83
Rockport and Sackville.....	do .....	Horse or vehicle.	100 yds.	2	2 do .....	19 00
Rogersville and Railway Station.....	D. Fontaine.....	do .....	4	12	12 do .....	25 00
Rogersville and Rogersville East.....	J. Hache.....	do .....	4	1	12 do .....	59 00
Rogersville and Viennau.....	P. McCall.....	do .....	5	1	12 do .....	35 00
Rosedale and Upper Woodstock.....	W. E. Hoyt.....	Vehicle .....	8 & 6	2	12 do .....	80 00
Rasagornis and Waasias Station.....	A. Grass.....	do .....	3	3	9 do (to Dec. 31, 1885).....	19 50
do .....	do .....	do .....	3	3	3 do .....	10 00
St. Andrew's and Railway Station.....	J. Cummings.....	do .....	½	6	12 do .....	60 00
St. Andrew's and St. George.....	G. McGee.....	do .....	21	6	2 do (to May 31, 1885).....	95 83
St. Andrew's and St. Stephen.....	W. Gilley.....	do .....	22	6	2 do .....	116 67
St. Andrew's and Wharf.....	R. Slow.....	do .....	1	As req.	Season, 1885.....	34 30
St. Croix and Vanceboro' Railway Station.....	A. W. Sears.....	Optional .....	1	6	6 months (to Sept. 30, 1885).....	14 00
do .....	do .....	do .....	1	6	6 do .....	17 50
St. George and Railway Station.....	M. Parks.....	do .....	1	12	12 do .....	59 00
St. George and Second Falls.....	W. R. Burbank.....	Vehicle .....	9	2	2 do (to May 31, 1885).....	13 33
St. Isidore and Tracadie.....	P. LeBreton.....	Horse or vehicle.	11	2	6 do (from Oct. 1, 1885).....	35 00
St. John and Grand Southern Railway Station.....	J. Moulson.....	Vehicle.....	1	6	12 do .....	125 00
St. John and Railway Stations.....	D. O'Connell.....	do .....	1	78	12 do (less fare).....	1,219 17
do .....	H. Campbell.....	do .....	30	.....	Special trips .....	1 46
St. John and St. Martin's.....	A. E. Malbery.....	do .....	3	6	12 months .....	1,076 40
St. John and Sand Point Road.....	P. Peacock.....	Horse or vehicle.	2	3	12 do .....	40 00
St. John and River Steamers.....	J. B. Hamm.....	Vehicle.....	2	6	Season, 1885.....	106 80
St. John and Street Letter Boxes.....	D. O'Connell.....	do .....	2	18	12 do .....	489 00
St. Joseph and Railway Station.....	A. Lanjry.....	On foot.....	3	12	12 do .....	83 00
St. Martin's and Salmon River.....	A. W. Fownes.....	Vehicle .....	5	3 & 2	12 do .....	180 84
St. Norbert and West Branch.....	D. Gallant.....	do .....	9	1	12 do .....	19 48
St. Stephen and Calais, U.S.....	J. & E. Keys.....	do .....	1	12	12 do .....	110 00
St. Stephen and Grand Southern Railway Station.....	J. Green.....	Horse or vehicle	1	6	10 do (from June 1, 1885).....	57 50



St Stephen and Railway Station	J. & E. Keys	Vehicle		12	9	do	(to Dec. 31, 1885, and extra trips)	158 96
do	Hardy & Bridges	do		18	3	do	from do	50 62
St Stephen and Wharf	do	Optional		2	Season, 1885	do	do	62 75
Sackville and Railway Station	J. A. Bowes	Vehicle		24	12 months	do	do	179 72
Sackville and Second Westcock	A. Doe	do		1	12	do	do	30 50
Sackville and Upper Sackville	C. Ward	do		6	3	do	(to June 30, 1885)	23 50
do	G. Snowden	do		6	9	do	from do	71 25
do	E. Snowden	do		2	2	do	(to Dec. 31, 1885)	44 25
Sackville and Wood Point	do	do		1	2	do	(from Feb. 1, 1886)	5 83
do	J. Stevens	On foot		1	12	do	do	12 00
Salem and Shenstone	H. O'Brien	Horse or vehicle		2	12	do	do	56 00
Salt Springs and Titusville	H. Sargent	Optional		2	12	do	do	20 00
Sargent and Junction of Caraquet and Point Escuminac Route	C. W. Smith	do		43	12	do	do	219 10
Shediac and Railway Station	G. Rodgerson	Horse or vehicle		3	12	do	do	34 00
Shediac Road and Railway Station	J. Goodin	Vehicle		12	12	do	do	50 00
Shippigan and Shippigan Island	W. Roxborough	On foot	2, s & l, w.	12	12	do	do	30 00
South Bay and Railway Station	J. Robinson	do	100 yds.	6	11	do	do	30 00
Spruce Lake and Railway Station	H. McCarthy	do		6	11	do	(from May 1, 1885)	18 33
Spruce Lake Station and Railway Station	H. Starkey	Vehicle		1	3	do	(to June 30, 1885)	11 87
Starkey's and Young's Cove	S. J. Thorne	do		1	9	do	from do	27 00
do	P. Gratton	do		2	12	do	do	57 43
Stymast Settlement and Upper Neguac	J. Wilson	Optional		2	12	do	do	35 00
Summerfield and Upper Wicklow	J. Rogers	Vehicle	250 yds.	30	12	do	do	43 68
Sussex Vale and Sussex Vale	R. D. Boal	On foot		1	12	do	do	20 00
Sussex Vale and Railway Station	J. Barton	Optional		12	12	do	do	30 00
The Range and Wiggins	P. O'Neill	On foot		6	12	do	do	15 00
Three Mile House and Railway Station	J. McQuestion	do		1	3	do	(to Sept 30, 1885)	10 60
Three Tree Creek and Railway Station	P. Lebreton	Horse or vehicle		2	12	do	do	35 00
Tilley Road and Tracadie	J. Irons	do		12	3	do	(to June 30, 1885)	5 00
Tower Hill and Railway Station	D. S. Duplisea	do	50 yds.	12	9	do	from do	22 50
Tracey Station and Railway Station	do	do	50 yds.	1	12	do	do	35 00
do	W. E. Morgan	do						
Tracey Station and Traceyville	do	do						
Waveig and Railway Station	M. J. Greenlaw	On foot		6	10	do	(from June 1, 1885)	33 33
Weldford and Railway Station	A. Dunn	Optional		6	6	do	(to Sept. 30, 1885)	2 50
do	B. Bailey	do		18	6	do	from do	69 50
Welsford and Railway Station	J. E. Woods	On foot		12	9	do	(to Dec. 31, 1885)	42 46
do	J. & W. Wood	do		18	3	do	from do	28 12
Woodstock and Houlton, U.S.	F. W. Bull	Vehicle		6	12	do	do	245 00
Woodstock and Railway Station	J. R. Tupper, jun.	do		36	12	do	do	225 56
Total								\$52,988 07

H. A. WICKSTEED,  
Accountant.

A. CAMPBELL,  
Postmaster-General.



## REPORT No. 2, D—Continued.

DETAIL of all payments for Mail Transportation in New Brunswick, made within the year ended 30th June, 1886.  
CONVEYANCE OF MAILS BY STEAMBOATS AND SAILING VESSELS.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Campobello and Indian Island .....	W. E. Sulis.....	3	2	12 months (to March 31, 1886) ..	100 00
Fredericton and Indiantown .....	R. R. Humphrey, Agent.....	84	6	Season, 1885.....	535 00
Grand Manan and Eastport, U.S.....	W. E. Sulis.....	21	2 & 3	12 months (to March 31, 1886) ..	1,090 30
St. John, Digby, N.S., and Annapolis, N. S.....	Nova Scotia Steamship Co. ....	45 & 16	3	do do ..	12,500 00
St. John and Eastport, U.S. ....	International Steamship Co.....	45	2 & 3	do do ..	1,200 00
St. Stephen and Eastport, U.S. ....	J. Murchie .....	30	2	do do ..	200 00
				Total.....	\$15,725 30

A. CAMPBELL,  
Postmaster-General.

H. A. WICKSTEED,  
Accountant.

## REPORT No. 2, D—Continued.

DETAIL of all payments for Mail Transportation in New Brunswick, made within the Year ended 30th June, 1886.  
CONVEYANCE OF MAILS BY RAILWAYS.

Name of Railway.	Distance in Miles.	No. of Trips per week.	Period.	Amount. \$ cts.
Albert County Railway.....	48	6	12 months (to March 31, 1886) .....	2,304 72
Chatham Branch Railway.....	9	24	12 do do .....	896 00
Elgin Branch Railway.....	14	6	12 do do .....	350 56
Grand Southern Railway.....	47½	6	2 do (to May 31, 1885).....	186 46
do do .....	82½	6	10 do (to March 31, 1886).....	1,697 30
Intercolonial Railway (within New Brunswick).....	344	With varying frequency over different sections of the line.....	12 do do .....	44,720 00
Kent Northern Railway.....	27	6	12 do do .....	676 08
New Brunswick Railway.....	306	With varying frequency over different sections of the line.....	12 do do .....	24,597 20
New Brunswick and Prince Edward Island Railway.....	20	6	1 do 12 days (to March 31, 1886).....	176 00
Total.....				\$75,604 32

A. CAMPBELL,  
Postmaster-General.

H. A. WICKSTEED,  
Accountant.

REPORT NO. 2, D—*Concluded*—DETAIL of all payments for making and repairing Mail Bags, Mail Locks, &c., in New Brunswick, made within the Year ended 30th June, 1886.

Tradesmen's Names.	Particulars of Disbursements.	Amount.	
		\$	cts.
S. & H. Borbridge.....	Mail bags, labels and repairs for the Post Office Department ....	451	54
R. S. Montgomery .....	Mail bags, rivet seals, &c., for do ....	415	29
Pritchard & Mingard.....	Mail bag labels for do ....	23	50
R. S. Montgomery.....	Mail bags for Post Office Inspector, St. John .....	73	00
E. Chanteloup.....	Brass mail locks for do .. ..	64	25
D. Brown .....	Mail bags and repairs for do .. ..	48	95
"Sun" Publishing Co.....	Stencilling mail bags do .. ..	60	40
E. Chanteloup.....	Brass mail locks for Postmaster, St. John.....	75	00
D. Brown. ....	Repairing mail bags for do .. ..	3	50
R. Cluff .....	do Postmaster, Woodstock.....	7	60
	Total .....	\$1,223	03

A. CAMPBELL,  
Postmaster-General.

H. A. WICKSTEED,  
Accountant.



DETAIL of all payments for Mail Transportation in Manitoba, &c, made within the Year ended 30th June, 1886.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
Alameda and Boscurvis .....	W. Galloway .....	Optional.....	17	1	3 months (to Sept. 30, 1885) .....	\$ cts. 65 00
Alameda and Moosomin .....	A. G. Hamilton .....	Vehicle .....	100	1	do .....	390 00
Alexander Station and Railway Station .....	C. T. Weatherley .....	On foot .....	34	12	do (from Nov. 1, 1885) .....	12 50
Alexandria and Thornhill .....	R. Sweet .....	Optional .....	34	2	do (to Oct. 31, 1885) .....	106 17
Alaburn and Birtle .....	H. W. Wood .....	do .....	8	1	do (from Jan. 1, 1886) .....	25 00
Almasippi and Campbellville .....	G. Gray .....	Vehicle .....	8	1	do .....	52 00
Antler and Brandon .....	G. P. Snider .....	do .....	109	1	do (and arrears) .....	1,299 58
Antler and Garnduff .....	J. P. Carnduff .....	do .....	16	1	do .....	200 00
Archibald and Beaconsfield .....	G. Saunders .....	Optional .....	48	2	do .....	690 00
Archibald and Clearwater .....	Maxwell & Beggs .....	do .....	32	2	do (to June 30, 1885) .....	182 00
do .....	Stewart & Elliott .....	do .....	33	2	do from do .....	430 00
Archibald and Mowbray .....	W. Shields .....	Vehicle .....	25	2	do (from Jan. 1, 1886) .....	125 00
Archibald and Musselboro' .....	S. C. McDonnell .....	Horse or vehicle .....	17	1	do (to Dec. 31, 1885) .....	142 20
do .....	W. Shields .....	do .....	17	1	do from do .....	33 25
Archibald and Railway Station .....	Maxwell & Beggs .....	Vehicle .....	17	6	do (to June 30, 1885) .....	39 00
do .....	do .....	do .....	12	12	do from do .....	203 66
Archibald and Rutlandville .....	do .....	Optional .....	12	2	do (to June 30, 1885) .....	73 00
do .....	Stewart & Elliott .....	do .....	12	2	do (to Dec. 31, 1885) .....	150 00
Arden Station and Railway Station .....	M. E. Boughton .....	On foot .....	30	6	do .....	40 00
Arpatrick and Assesippi .....	R. H. Marshall .....	Horse or vehicle .....	9	5	do (from Nov. 1, 1885) .....	45 83
Argyle and Stonewall .....	T. Guthrie .....	do .....	9	1	do (to June 30, 1885) .....	25 00
do .....	A. Guthrie .....	do .....	9	1	do from do .....	90 00
Arnaud and Railway Station .....	J. Hadow .....	Foot or vehicle .....	22	1	do .....	75 00
Arrow River and Beulah .....	W. Elliott .....	Optional .....	22	1	do .....	260 00
Assesippi and Fort Ellice .....	E. Field .....	do .....	45	2	do (to Dec. 31, 1885) .....	468 00
do .....	J. Lowther .....	do .....	45	2	do from do .....	166 00
Assiniboine and Poplar Point .....	H. Armstrong .....	Horse or vehicle .....	4	2	do (to Dec. 31, 1885) .....	78 00
do .....	do .....	do .....	4	2	do from do .....	25 00
Aubigny and Ste. Agathe .....	F. Roy .....	do .....	7	2	do (to Dec. 31, 1885) .....	93 75
Austin and Railway Station .....	E. Broadfoot .....	Optional .....	14	12	do (to Sept. 30, 1885) .....	30 00
Aweine and Chater .....	A. D. Burdick .....	Horse or vehicle .....	14	1	do .....	40 00
do .....	S. P. Fox .....	do .....	14	1	do from do .....	52 00

## REPORT No. 2, E—Continued.

DETAIL of all payments for Mail Transportation in Manitoba, &c., made within the Year ended 30th June, 1886.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						\$ cts.
Bate St. Paul and Railway Station .....	F. Chenier.....	On foot .....	1	12	12 months.....	62 60
Balcarres and Indian Head.....	J. Morrison.....	Vehicle .....	30	1	12 do .....	345 00
Balcarres and Railway Station .....	A. R. Dickson.....	Optional .....	18	12	6 do (to Sept. 30, 1885) .....	15 00
do .....	do .....	Vehicle .....	18	12	6 do from do .....	20 00
Balmoral and Pleasant Home.....	R. Rutherford.....	Vehicle .....	7	1	12 do .....	200 00
Balmoral and Stonewall .....	do .....	Optional .....	55	2	12 do .....	140 00
Batoche and Saskatoon .....	F. Clark .....	Vehicle .....	55	Fortn'tly .....	12 do .....	450 00
do .....	J. J. Conn .....	do .....	55	.....	Special trip .....	17 00
Battleford and Fort Pitt, &c.; also, Calgary and Fort Saskatchewan .....	Leeson & Scott .....	do .....	90, 122, 218	Fortn'tly. ....	4 months, 16 days. (to Aug. 16, '85) .....	5,097 29
do .....	do .....	do .....	90, 198, 218	Fortn'tly. ....	7 do 15 days. from do .....	10,038 65
Battleford and Swift Current .....	do .....	do .....	198	Fortn'tly. ....	10 do (from June 1, 1885) .....	3,333 33
Beaver Creek and Railway Station .....	S. Thompson.....	Horse or vehicle .....	54	1	9 do (to Dec. 31, 1885) .....	52 50
Bellevue and Virden .....	W. J. Thompson.....	do .....	35	1	9 do from do .....	10 40
Beulah and Elkhorn .....	J. C. Scholman.....	Optional .....	25	1	9 do (to Dec. 31, 1885) .....	221 25
do .....	J. C. Jackson .....	Horse or vehicle .....	25	2	9 do (to Dec. 31, 1885) .....	351 00
Binscarth and Silver Creek .....	G. H. Roswell .....	do .....	8	2	9 do from do .....	117 00
Bird's Hill and Oook's Creek.....	T. S. Rutherford... ..	do .....	177	1	12 do .....	100 00
do .....	J. S. McLeod .....	do .....	177	2	3 do (to June 30, 1885) .....	100 00
do .....	G. Chudleigh .....	do .....	177	2	3 do from do .....	270 00
Bird's Hill and Railway Station .....	do .....	do .....	177	6	12 do .....	114 80
Bird's Hill and Winnipeg .....	A. G. Hamilton.....	Vehicle .....	37	.....	Special trip .....	5 00
Birtle and Moosomin .....	G. Bradshaw .....	do .....	37	2	9 do (to Dec. 31, '85) & art. 8. ....	627 50
do .....	W. Gounley .....	Optional .....	38	2	3 do from do .....	142 50
Birtle and Oakburn .....	W. Howey .....	do .....	8	1	12 do .....	468 00
Birtle and Warleigh .....	do .....	do .....	13	1	12 do .....	100 00
Blythfield and Headingly .....	W. H. Mellow .....	Horse or vehicle .....	13	1	9 do (to Dec. 31, 1885) .....	117 00
do .....	do .....	do .....	117	1	3 do from do .....	33 75
Boscovis and Moosomin .....	W. A. Turriff.....	Vehicle .....	14	1	6 do (from Oct. 1, 1885) .....	445 00
Bradwardine and Lozoch .....	G. Levins .....	do .....	66	1	12 do .....	145 00
Brandon and Deloraine .....	S. A. Heaslip .....	do .....	17	1	12 do .....	830 00
Brandon and Pendenis .....	W. J. Sargent .....	Optional .....	20	1	12 do .....	130 00
Brandon and Railway Station .....	H. M. Sage .....	Foot or vehicle .....	20	12	12 do .....	367 42
Brandon and Rapid City .....	D. McNaught.....	Vehicle .....	24	6	12 do .....	1,200 00
Brandon and Souris .....	J. McNaught.....	do .....	24	1	6 do (to Sept. 30, 1885) .....	117 00



do	H. M. Sage.....	do	Optional.....	24	1	6	do	from	do	138 16
Brandon and Two Rivers.....	W. Vary.....	do	Optional.....	33 1/2	2	12	do	.....	.....	1,558 00
Bridge Creek and Railway Station.....	R. Campbell.....	do	do	1 1/2	3	6	do	(to Sept. 30, 1885).....	.....	39 00
do	do	do	do	3	3	3	do	from	do	58 50
Broadview and Railway Station.....	H. I. Painter.....	do	do	1/2	12	12	do	.....	.....	73 00
Broadview and Wallace.....	A. E. Boake.....	Vehicle	Vehicle	104	1	12	do	.....	.....	94 00
Burnside and Railway Station.....	T. Oliver.....	Optional	Optional	5 1/2	2	12	do	.....	.....	20 00
Butterfield and Workman.....	W. A. Smith.....	Vehicle	Vehicle	22	1	12	do	.....	.....	300 00
Calf Mountain and Darlingford.....	F. Bolton.....	Optional.....	Optional.....	4	2	12	do	.....	.....	125 00
Calgary and Fort McLeod.....	H. Stewart.....	Vehicle	Vehicle	102	1	12	do	.....	.....	2,500 00
Calgary and Railway Station.....	H. Jardine.....	Optional.....	Optional.....	102	6	3	do	(to June 30, '85 & arr.s.).....	.....	39 37
do	G. C. King.....	do	do	200	6	9	do	do	do	131 87
Cannore and Mountains.....	G. C. Cunningham.....	do	do	200	12	4	do	(from Dec. 1, 1885).....	.....	400 00
Cannore and Railway Station.....	W. Jenkins.....	On foot.....	On foot.....	16 1/2	12	6	do	(to Sept. 30, 1885).....	.....	87 85
do	S. A. Campston.....	do	do	16 1/2	12	6	do	from	do	108 00
Carberry and Railway Station.....	H. A. Perley.....	Foot or vehicle.....	Foot or vehicle.....	16 1/2	12	12	do	.....	.....	31 28
Garberry and Wellwood.....	J. W. Newton.....	Vehicle.....	Vehicle.....	16 1/2	2	12	do	.....	.....	250 00
Carlingville and Oak River.....	S. C. Dinsmore.....	Optional.....	Optional.....	17	1	12	do	.....	.....	240 00
Carlyle and Clare.....	T. Hislop.....	Horse or vehicle.....	Horse or vehicle.....	13	1	12	do	.....	.....	150 00
Carman and Pomeroy.....	E. Curry.....	do	do	8	1	9	do	(to Dec. 31, 1885).....	.....	75 00
do	do	do	do	8	1	3	do	from	do	20 00
Caron and Railway Station.....	D. Jerry.....	On foot.....	On foot.....	8	6	6	do	(to Sept. 30, 1885).....	.....	15 00
do	J. G. McDonald.....	do	do	8	6	6	do	from	do	15 00
Carson and Railway Station.....	M. J. Carson.....	do	do	22	3	8	do	(from Aug. 1, 1885).....	.....	21 33
Carsdale and Regina.....	E. Cars.....	Optional.....	Optional.....	22	1	3	do	(to June 30, 1885).....	.....	39 00
do	A. H. Woodward.....	do	do	22	1	9	do	from	do	127 50
Cartwright and Clearwater.....	G. Widmeyer.....	do	do	16	1	12	do	.....	.....	155 00
Castleberry and Shellmouth.....	J. Dugan, jun.....	Horse or vehicle.....	Horse or vehicle.....	14	1	12	do	.....	.....	117 00
Chater and Elton.....	D. Black.....	do	do	6	1	12	do	.....	.....	109 20
Chater and Railway Station.....	P. Dickson.....	Optional.....	Optional.....	12	12	12	do	.....	.....	62 60
Clandebye and Selkirk.....	A. M. Muckle.....	Horse or vehicle.....	Horse or vehicle.....	11 1/2	1	9	do	(to Dec. 31, 1835).....	.....	60 00
do	do	do	do	11 1/2	1	3	do	from	do	25 00
Clarkeleigh and Reaburn.....	J. Clark.....	Vehicle.....	Vehicle.....	39	1	5	do	(to Aug. 31, 1885).....	.....	107 50
do	do	do	do	39	2	12	do	from	do	186 66
Clearwater and Wakopa.....	G. Widmeyer.....	do	do	42	1	7	do	.....	.....	450 00
Craigieles and Roseberry.....	J. Scott.....	do	do	12	1	1	do	(to April 30, 1885).....	.....	8 23
do	J. Mathers.....	do	do	12	1	1	do	(to May 31, 1885).....	.....	7 00
do	J. Hanover.....	do	do	12	1	10	do	from	do	80 16
Dalton and Catching Post.....	J. Parke.....	On foot.....	On foot.....	12	12	12	do	.....	.....	30 00
Darlingford and Railway Station.....	D. Brown.....	Optional.....	Optional.....	1 1/2	6	12	do	.....	.....	135 00
De Clare and Welwyn.....	J. Scott.....	Vehicle.....	Vehicle.....	7	1	12	do	.....	.....	74 00
Decosse and Grange ..	J. A. Decosse.....	do	do	5	1	5	do	(to Sept. 30, 1885).....	.....	31 25
do	do	do	do	5	1	5	do	(to Feb. 28, 1886).....	.....	22 92
Deloraine and Waskada.....	H. Huycke.....	do	do	33	1	9	do	(to Dec. 31, 1885).....	.....	243 00
do	do	do	do	32	1	3	do	from	do	91 37



## REPORT No. 2, E—Continued.

DETAIL of all payments for Mail Transportation in Manitoba, &c., made within the Year ended 30th June, 1886.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						\$ cts.
Dominion City and Railway Station.....	D. Mc Kercher .....	Foot or vehicle..	1 1/2	12	9 months (to Dec. 31, 1885).....	30 00
do do .....	do .....	do .....	do	12	3 do from do .....	20 00
Donald and End of Track.....	C. P. Construction Company .....	Optional.....	16	1	do (to Sept. 30, 1885) .....	28 16
Donore and Railway Station .....	J. McCurdy .....	Foot or vehicle..	3	2	do .....	50 00
Douglas Station and Railway Station.....	T. E. Greenwood..	Optional.....	1 1/2	6	do .....	39 00
Drumconor and Railway Station.....	E. Brown.....	On foot .....	10	3	do .....	39 25
Dunbow and Okotoks.....	R. A. Begg.....	Horse or vehicle.	10	1	do (from July 1, 1885).....	78 00
Dunmore Junction and Railway Station.....	W. B. Higginson...	On foot.....	1 1/2	12	2 do (from Feb. 1, 1886).....	10 00
East Selkirk and Railway Station .....	A. Purdy .....	Horse or vehicle.	5 1/2	6	do .....	100 00
Edgley Farm and Qu'Appelle Station .....	W. C. Cameron...	do .....	9	2	do .....	200 00
Edmonton and St. Albert .....	H. Leduc .....	Vehicle .....	6 1/2	Fortn'tly.	do (to Dec. 31, 1885).....	97 50
do do .....	Felders & Osborn.	do .....	9	Fortn'tly.	do from do .....	31 25
Elkhorn and Kola.....	C. W. Wainwright	Optional.....	12	1	do (from Jan. 1, 1886).....	25 00
Elkhorn and Railway Station .....	J. McLeod .....	Foot or vehicle..	13	12	do .....	78 00
Emerson and Gauthier .....	J. Graveline.....	Horse or vehicle.	19	2	do (to June 30, 1885).....	75 00
do do .....	J. H. VanWhort ..	do .....	18	1	do from do .....	251 25
Emerson and Green Ridge.....	do .....	do .....	18	1	do (to Sept. 30, 1885) .....	182 00
Emerson and Greina.....	H. Lewis .....	Vehicle .....	18	1	do (to Sept. 30, 1885) .....	60 00
Emerson and Railway Station .....	J. H. VanWhort ..	do .....	63 & 32 1/2	24	do (to Sept. 30, 1885) .....	295 00
do do .....	J. Rinn .....	do .....	6	24	do from do .....	255 00
Emerson, Nelsonville and Salterville .....	D. Matheson.....	do .....	63 & 32 1/2	2	do (arrear in full, to May 31, 1883).....	250 00
Emerson and West Lynne.....	A. Simpson.....	do .....	1	12	6 months (to Sept. 30, 1885) .....	93 90
do do .....	A. J. Bell .....	do .....	21	1	do from do .....	93 90
Erinview and Stonewall .....	A. H. Salmon.....	do .....	16	1	do .....	140 00
Fairmeade and Wapella .....	E. McGill .....	Horse or vehicle.	12	1	do .....	182 00
Fairmount and Odanah .....	M. Rowan .....	On foot .....	1 1/2	12	do (to Sept. 30, 1885) .....	15 00
Fleming and Railway Station .....	M. Morrison .....	do .....	12	12	do from do .....	30 00
do do .....	S. Carson, jun .....	Vehicle .....	12	1	do .....	119 00
Forest Farm and Whitewood Station .....	A. R. McKenzie.....	Optional.....	50	Fortn'tly.	do .....	130 00
Fort Alexander and Peguis.....	M. Morrison .....	do .....	160	Fortn'tly.	do (to Oct. 31, 1885) .....	549 50
Fort Frances and Rat Portage.....	O. Lewis .....	do .....	160	Fortn'tly.	do from do .....	400 00

Fort McLeod and Fort Conrad, U.S.	I. G. Baker & Co.	Vehicle	170	Fortn'tly	9	do	(from July 1, 1885)	1,350 00
Fort McLeod and Letbridge	Stewart Ranch Co.	do	30	1	3	do	(from Jan. 1, 1886)	104 00
Fort McLeod and Pincher Creek	G. O. Ives	do	32	1	12	do		570 00
Gauthier and Letellier	T. Gentes	Horse or vehicle.	8	1	3	do	(to June 30, 1885)	18 75
Gimli and Peguis	S. Janasson	Optional.	65	Fortn'tly	10	do	(to Jan. 31, 1885)	312 50
Giroux and Winnipeg	R. Ramsay	Vehicle	50	1	12	do		540 00
Gladstone and Golden Stream	D. McConnell	do	8	1	12	do		78 00
Gladstone and Mekiwin	J. McGregor	Horse or vehicle.	15	2	9	do	(to Dec. 31, 1885)	195 00
do	do	do	15	2	3	do	from do	56 25
Gladstone and Railway Station	J. Logie	Foot or vehicle.	20	12	12	do		180 00
Gladstone and Richmond	J. Herron	Vehicle	20	1	9	do	(to Dec. 31, 1885)	150 00
Gleichen and Railway Station	L. A. Dunning	do	20	1	3	do	from do	40 00
do	W. D. Oreighton	On foot		12	9	do	(to Dec. 31, 1885)	45 00
Glenboro' and Millford	V. J. Beaupre	do	15	12	3	do	from do	15 00
Glendale and Sewell	J. Thomson	Horse or vehicle.	30	1	12	do		120 00
Gleadowing and Pilot Mound	W. J. Litster	Vehicle	28	1	12	do		416 00
do	G. Wood	do	30	1	2	do	(to May 31, 1885)	54 16
Gonor and Railway Station	J. M. Fraser	do	28	1	10	do	from do	270 84
Grange and Portage la Prairie	J. Gunn	On foot.	57	2	10	do	(from June 1, 1885)	83 33
Grange and St. Alphonse	A. Oreighton	Vehicle	5	1	12	do		1,040 00
Green Ridge and Stuartburn	J. A. DeOssé	Foot or vehicle.	11	1	1	do	(from March 1, 1886)	4 58
Greenfell and Railway Station	L. G. Ramsay	Vehicle	11	12	12	do		125 00
Gretina and Reiland	K. Routh	do	17	12	12	do		78 00
Grievold Station and Railway Station	J. R. Hoffman	Foot or vehicle.	17	2	12	do	and arrears	173 70
Grievold Station and Viola Dale	T. Wieler	Vehicle	42	12	12	do		211 00
Grund and Stockton	A. J. Leitch	do	11	12	12	do		80 00
do	J. Bangs	Horse or vehicle.	42	1	12	do		580 00
do	S. Christopherson	do	11	1	12	do		100 00
Haulan and Meadow Lea	C. Stewart.	Optional.	64	1	3	do	(to June 30, 1885)	16 25
do	do	do	64	1	9	do	from do	39 00
Hayward and Qu'Appelle	H. A. Hayward	Vehicle	12	1	12	do		130 00
High Bluff and Railway Station	J. A. Drummond	do	11	12	3	do	(to June 30, 1885)	36 00
do	do	do	11	12	9	do	from do	45 00
Icelandic River and Peguis	S. Jonasson	Foot or vehicle.	65	Fortn'tly.	2	do	(from Feb. 1, 1886)	62 50
Ignace and Railway Station	H. Jackson	Vehicle	6	12	12	do		25 00
Indian Head and Railway Station	R. Crawford	do	12	9	3	do	(to Dec. 31, 1885)	58 50
do	do	do	12	3	3	do	from do	39 00
Joly and Otterburne	E. Vinette	Horse or vehicle.	6	2	6	do	(to Sept. 30, 1885)	46 00
do	do	do	6	3	6	do	from do	66 00
Joly and Steinbach	do	Vehicle	34	1	12	do		175 00
Keewatin Mills and Railway Station	J. Mather	On foot.	1	12	9	do	(to Dec. 31, 1885)	215 50
do	A. Torrance	do	1	12	3	do	from do	77 00
Killarney, Langvale and Souris City	C. Bate	Vehicle	93 & 15	1	12	do		750 00



## REPORT No. 2, E—Continued.

DETAIL of all payments for Mail Transportation in Manitoba, &amp;c., made within the Year ended 30th June, 1886.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						\$ cts
Kinbrae and Moosomin.....	A. G. Hamilton ....	Vehicle .....	50	1	9 months (to Dec. 31, 1885).....	296 25
do .....	P. Cooke.....	do .....	60	1	3 do from do .....	150 00
Kinistino and Prince Albert.....	J. Patterson.....	Horse or vehicle.....	35	1 in 3 w'ks.	6 do (to Sept. 30, 1885).....	127 50
Kinistino and Puckahn .....	R. Pritchard.....	do .....	25	Fortn tly.	6 do from do .....	128 00
Lansburn and Longfleet.....	R. Talbot.....	do .....	6	1	12 do .....	52 00
Lebret and Qu'Appelle .....	L. Lebret.....	Foot or vehicle.....	4½	2	3 do (from Jan. 1, 1886).....	26 00
Littleton and Sittakaw.....	F. W. Lipsett.....	Optional .....	8	2	3 do (from Aug. 1, 1885).....	66 66
Loon Creek and Qu'Appelle.....	B. Woolhouse.....	Vehicle .....	27	1	12 do .....	208 00
Lowestoft and Morden .....	W. H. Lowe.....	do .....	18	1	9 do (from July 1, 1885).....	120 00
Lowestoft and Warrington.....	do .....	Horse or vehicle.....	4	1	3 do (to June 30, 1885).....	16 25
McGregor Station and Railway Station .....	T. R. Vardon.....	Optional.....	1	6	12 do .....	31 20
McGregor Station and Wellington.....	J. McKelvey.....	Vehicle .....	8	1	3 do (to June 30, 1885).....	13 00
do .....	do .....	do .....	8	1	6 do (to Dec. 31, 1885).....	45 50
McLean and Railway Station.....	W. J. Thompson.....	do .....	8	1	3 do from do .....	18 20
do .....	J. B. Davis.....	On foot .....	1	12	2 do (to May 31, 1885).....	5 00
do .....	do .....	do .....	1	12	10 do from do .....	125 00
Maple Creek and Railway Station.....	J. Dixon.....	Optional.....	35	12	12 do .....	155 00
Marion and Regina .....	S. Beach.....	Vehicle .....	14	1	12 do .....	100 00
Marlborough and Moose Jaw .....	J. G. Beesley .....	do .....	13	1	12 do .....	104 00
Marney and Strathclair .....	P. Butchart .....	Horse or vehicle.....	15	1	7 do .....	166 00
Marringhurst and Otenaw .....	J. Monkman .....	do .....	15	1	1 do (to Oct. 31, 1885, less fine) .....	101 17
do .....	W. Playfair.....	do .....	15	1	5 do from do .....	52 00
Medicine Hat and Railway Station.....	T. Tweed.....	Optional .....	1	12	12 do .....	118 40
Melbourne and Railway Station.....	W. G. Alcock.....	do .....	1	12	12 do .....	32 00
Melita and Menota.....	E. P. Snider .....	do .....	4½	1	12 do .....	91 00
Millford and Ninette.....	J. Brown .....	do .....	13	1	9 do (from July 1, 1885).....	78 00
Millard and Stockton.....	A. F. Andrews.....	do .....	10	2	12 do .....	75 00
Millard and Morley Station.....	J. McDougall.....	On foot.....	3	3	11 do (from May 1, 1885).....	91 66
Minnedosa and Murchison .....	K. Murchison .....	Vehicle .....	15	1	12 do .....	147 00
Minnedosa and Railway Station .....	T. Boyd .....	Foot or vehicle.....	42	6	12 do .....	78 00
Minnedosa and Raven Lake.....	Miller & Parkinson .....	Vehicle .....	2	2	1 do (from March 1, 1886).....	58 33
Minnedosa and Shoal Lake .....	do .....	do .....	42	2	11 do (to Feb. 28, 1886).....	641 67





## REPORT No. 2, E—Continued.

DETAIL of all payments for Mail Transportation in Manitoba, &amp;c., made within the Year ended 30th June, 1886.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						\$ cts.
Poplar Point and Railway Station .....	H. Armstrong .....	Foot or vehicle.	3	6	12 months .....	50 00
Portage la Prairie and C. P. Railway Station .....	S. Rayner .....	Optional .....	1	12	12 do .....	345 00
Portage la Prairie and M. & N. W. Railway Station .....	W. W. Miller .....	Vehicle .....	3	12	12 do .....	300 00
Prince Albert and Puckahn .....	R. Pritchard .....	Horse or vehicle .....	15	1	12 do .....	148 00
Prince Albert and Qu'Appelle Station .....	Leeson & Scott .....	Vehicle .....	253	1	12 do .....	7,900 00
Pultenay and Railway Station .....	C. T. Weatherley .....	On foot .....	3	12	7 do (to Oct. 31, 1885) .....	17 50
Qu'Appelle and Qu'Appelle Station .....	L. W. Mulholland .....	Optional .....	18	6	12 do .....	1,092 00
Qu'Appelle Station and Railway Station .....	S. H. Caswell .....	do .....	1	12	1 do (to April 30, 1885) .....	5 00
do .....	J. Grieve .....	do .....	1	12	1 do from .....	268 65
Rat Portage and Railway Station .....	T. A. Gadbois .....	do .....	1	24	12 do .....	313 00
Reburn and Railway Station .....	W. J. Patterson .....	do .....	1	12	9 do (to Dec. 31, 1885) .....	99 00
do .....	do .....	do .....	1	12	3 do from .....	38 50
Reburn and Woodlands .....	H. Proctor .....	Vehicle .....	13	2	3 do (to June 30, 1885) .....	19 50
do .....	J. Porteous .....	do .....	13	2	9 do from .....	73 86
Redpath and Summer .....	W. A. Simpson .....	Horse or vehicle .....	11	1	12 do .....	100 00
Regina and Railway Station .....	J. C. Irvine .....	Optional .....	9	12	12 do .....	312 00
Reinland and Schauenfeldt .....	B. Loewen .....	Vehicle .....	37	1	12 do .....	70 00
Richland and Winnipeg .....	J. Hourie .....	do .....	5	2	12 do .....	590 00
Rose Plain and Tregarva .....	P. B. Kelly .....	do .....	4	2	12 do .....	52 00
Routhwaite and Strathorne .....	G. Stewart .....	Optional .....	4	2	12 do .....	100 00
Stee. Agathe and Winnipeg .....	N. Olivier .....	Horse or vehicle .....	25½	2	12 do .....	480 00
St. Boniface and Winnipeg .....	M. Petrim .....	Vehicle .....	1	12	12 do .....	350 00
Seeburn and Toddburn .....	C. Miller .....	do .....	9	1	12 do .....	65 00
Selkirk and Railway Station .....	J. Wells .....	Optional .....	22½	3	Special trip .....	0 50
Selkirk and Winnipeg .....	P. Monkman .....	Vehicle .....	22½	3	3 months (to June 30, 1885) .....	187 50
do .....	J. McNabb .....	do .....	3	9	do from .....	540 00
Sewell and Railway Station .....	G. B. Liuster .....	Optional .....	3	12	12 do .....	30 00
Shadeland and Thornhill .....	R. Sweet .....	Horse or vehicle .....	3½	2	5 do (from Nov. 1, 1886) .....	75 83
Shellmouth and Shell River .....	E. Field .....	Vehicle .....	12	1	12 do .....	111 80
do .....	Ridout & Miller .....	do .....	12	1	3 do (from Jan. 1, 1886) .....	26 00
Sidney and Railway Station .....	T. Babb .....	Optional .....	4	2	12 do .....	52 00
Silverton and Railway Station .....	J. Smith .....	On foot .....	1	12	6 do (to Sept. 30, 1885) .....	30 00



do	do	J. Beaubien	do	12	3	do	(to Dec. 31, 1885)	15 00
do	do	L. Lepage	do	12	3	do	from do	15 00
Souris and West Hall	do	A. J. Thomson	Vehicle	20	12	do		156 00
Stonewall and Railway Station	do	I. Riley	Optional	12	6	do		54 60
Stoney Mountain and Wavy Bank	do	J. Grahame	do	8	1	do		75 00
Stony Mountain and Railway Station	do	A. Perry	Vehicle	1	12	do		100 00
Summerberry and Railway Station	do	J. Love	On foot	12	6	do		60 00
Swift Current and Railway Station	do	R. F. Tims	do	12	3	do		19 50
do	do	F. Graves	do	12	1	do	(to June 30, 1885)	26 50
do	do	W. G. Knight	do	12	5	do	extra trips	32 50
do	do	do	do	12	3	do	(to Dec. 31, 1885)	24 00
Thornhill and Railway Station	do	W. Bradley	Foot or vehicle	6	12	do		39 00
Touchwood Hills and Wishart	do	J. H. Putnam	Optional	10	1	do		80 00
Turtle Mountain and Wakopa	do	A. Stewart	Vehicle	25	1	do		400 00
Vermillion Bay and Railway Station	do	J. Gregg	do	2	6	do		60 00
Viriden and Railway Station	do	W. F. Scarth	Optional	12	12	do		79 00
Wapella and Railway Station	do	E. P. Benoit	do	12	12	do		60 00
Westbourne and Railway Station	do	A. E. Smalley	Foot or vehicle	12	12	do		75 00
Whitemouth and Railway Station	do	J. S. Corrigan	Optional	12	12	do		126 36
Whitehead Station and Railway Station	do	J. G. Lyons	Foot or vehicle	12	12	do		78 00
Winnipeg and Railway Station	do	J. King	Vehicle	1	As req.	do	(to May 31, 1886)	3,707 50
Winnipeg—Transferring mails at Railway Station	do	do	do	20	21	do	do	150 00
Winnipeg and Street Letter Boxes	do	P. Lamb	Vehicle	20	21	do		1,410 96
Winnipeg and Street Newspaper Boxes	do	do	Optional	21	12	do		150 00
Winnipeg and Letter Box at Richardson's Corner	do	do	Vehicle	23	12	do		150 00
Wolf Creek and Railway Station	do	J. P. Dill	Optional	12	12	do		100 00
Woodlands and Woonona	do	J. Hallett	do	1	4	do	(from Dec. 1, 1885)	17 33
Woodside and Railway Station	do	J. Orr	On foot	6	12	do		30 00
Qu'Appelle Station and General Middleton's head-quarters	do	Leeson & Scott	do			do	Special mail service, consequent upon the late disturbance in the North-West	2,274 25
Swift Current and General Middleton's head-quarters	do	do	do			do	do	1,745 40
Total								\$88,482 70

A. CAMPBELL,  
Postmaster-General.

H. A. WICKSTEED,  
Accountant.



## REPORT No. 2, E—Continued.

DETAIL of all payments for Mail Transportation in Manitoba and the North-West Territories, made within the Year ended 30th June, 1886.

## CONVEYANCE OF MAILS BY RAILWAYS.

Name of Railway.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
				\$ cts.
Canadian Pacific Railway (within Manitoba, &c).....	1,355	With varying frequency over different sections of the line.....	12 months (to March 31, 1886).....	41,892 50
Manitoba and North-Western Railway.....	78½	6	do do	1,959 36
North-West Coal and Navigation Co.....	109	3	do do	675 80
			Total.....	\$44,497 66

H. A. WICKSTEED,  
Accountant.

A. CAMPBELL,  
Postmaster-General.

**REPORT No. 2, E—*Concluded***—Detail of all payments for making and repairing Mail Bags, Mail Locks, &c., in Manitoba and the North-West Territories, made within the Year ended 30th June, 1886.

Tradesmen's Names.	Particulars of Disbursements.	Amount.	
		\$	cts.
S. & H. Borbridge.....	Mail bags, labels and repairs for Post Office Department.....	1,003	60
R. S. Montgomery.....	Mail bags, rivet seals, &c. do .....	478	20
Pritchard & Mingard.....	Mail bag labels..... ..	61	04
R. S. Montgomery.....	Mail bags for Postmaster, Winnipeg..... ..	394	92
	Total..... ..	\$1,937	76

A. CAMPBELL,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*

## PROVINCE OF BRITISH COLUMBIA.

## REPORT No. 2, F.

DETAIL of all payments for Mail Transportation in British Columbia, made within the Year ended 30th June, 1886.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						\$ cts.
Alberni and Nanaimo .....	W. Watt .....	Horseback .....	64	1 & f'tly.	9 months (from July 1, 1885)....	431 25
Alberni and Qualicum .....	C. Taylor .....	Optional .....	50	1	3 do (to June 30, 1885)....	55 00
Aldergrove and Mount Lehman .....	G. Stroebel .....	do .....	9	1	4 do 15 dys. (to Feb. 15, '86)....	37 50
do .....	J. Ibbotson .....	do .....	9	2	1 do 13 dys. from do .....	30 00
Alkali Lake and Olinion .....	N. Gustafson .....	do .....	80	1	3 do (to June 30, 1885)....	210 00
do .....	N. Hanlon .....	do .....	80	1	9 do from do .....	750 00
Ashcroft and Railway Station .....	H. P. Cornwall .....	do .....	2	2	8 do (to Nov. 30, 1885)....	79 00
do .....	do .....	Horse or vehicle .....	279	1	3 do 18 dys. (from Dec. 14, '85)....	31 00
Ashcroft Station and Barkerville .....	B. C. Express Co. .....	do .....	77	1	2 do (to May 31, 1886)....	3,090 00
Ashcroft Station and Lillooet .....	do .....	do .....	77	1	2 do .....	910 00
Barkerville and Harvey Creek .....	F. Littler .....	Optional .....	50	1 & f'tly.	12 do .....	790 00
Barkerville and Sayona's Ferry .....	B. C. Express Co. .....	Stage .....	297	1	10 do (from June 1, 1885)....	15,450 00
Beaver Point and Burgoyne Bay .....	A. McLennan .....	Horseback .....	10	1	12 do .....	150 00
Boston Bar and Railway Station .....	P. Fink .....	Optional .....	100 yds.	3	3 do (to Nov. 30, 1885)....	6 00
do .....	do .....	do .....	100 yds.	3	3 do 18 dys. (from Dec. 14, '85)....	7 00
Burrard Inlet and New Westminster .....	W. B. Townsend .....	Vehicle .....	9	6	4 do (to July 31, 1885)....	200 00
do .....	do .....	do .....	9	6	8 do from do (and special trip)....	492 00
Chilcoten and Soda Creek .....	J. Salmon .....	Horseback .....	40	f'tly & mo.	6 do (from Oct. 1, 1885)....	125 00
Chilliwack and New Westminster .....	Howell & Webb .....	Optional .....	55	2	3 do (from Jan. 1, 1886)....	240 00
Clinton, Kamloops and Spence's Bridge .....	B. C. Express Co. .....	Stage .....	.....	.....	(arrears, to Mar. 31, 1886) .....	1,134 00
Douglas Lake and Quilichena .....	R. McRae .....	Horseback .....	20	1	3 months (from Jan. 1, 1886)....	62 50
Douglas Lake and Wagon Road .....	do .....	do .....	20	1	9 do (to Dec. 31, 1885)....	75 00
Eagle Pass and Kamloops .....	W. Church .....	Optional .....	90	1	3 do (to June 30, 1885)....	150 00
Emory and Railway Station .....	F. W. Geister .....	do .....	80 yds.	3	3 do (to Nov. 30, 1885)....	12 50
do .....	do .....	do .....	80 yds.	3	3 do 18 dys. (from Dec. 14, '85)....	14 80
Esquimalt and Victoria .....	W. G. Bowman .....	Vehicle .....	3	24	12 do .....	400 00
Farwell and Shuswap .....	A. McBryan .....	Optional .....	107	fortn'y.	2 do 17 dys (from Jan. 15, '85)....	240 00



Ferry Oombé and Railway Station.....	L. A. Agassiz.....	do	.....	3	3	do	(to Nov. 30, 1885).....	15 00
do do	do	do	.....	3	3	do	18 dys. (from Dec. 14, '85).....	17 50
Gabriola Island and Wharf.....	A. Shaw.....	do	.....	2	12	do	(and arrears).....	90 00
Granville and New Westminster.....	W. B. Townsend...	do	.....	3	3	do	(from Jan. 1, 1886).....	93 00
Hall's Prairie and New Westminster.....	H. T. Thrift.....	do	.....	1	12	do	.....	225 00
Harrison River and Railway Station.....	F. E. McDonald...	do	.....	8	3	do	(to Nov. 30, 1885).....	15 00
do do	do	do	.....	3	18	days	(from Dec. 14, 1885).....	2 50
do do	J. Dallas.....	do	.....	3	3	months	from do	15 00
Hope and Railway Station.....	J. W. Wirth.....	Optional	.....	2	8	do	(to Nov. 30, 1885).....	69 00
do do	do	do	.....	2	3	do	18 dys. (from Dec. 14, '85).....	31 00
Johnson's Landing and Railway Station.....	R. O. Garner.....	do	.....	2	8	do	(to Nov. 30, 1885).....	66 67
do do	do	do	.....	2	3	do	18 dys. (from Dec. 14, '85).....	29 16
Kamloops and Okanagan Mission.....	J. B. Leighton.....	Horse or vehicle.	.....	1 & f'ly.	8	do	(to Nov. 30, 1885).....	620 00
do do	A. Schubert.....	do	.....	1	4	do	from do	400 00
Kamloops and Savona's Ferry.....	B. C. Express Co.	Optional	.....	2	21	trips	(to Feb. 28, 1886).....	315 00
Kamloops and Shuswap.....	A. McBrayn.....	Horse or vehicle.	.....	1	11	do	(to Mar. 31, 1886).....	110 00
Kamloops and Spence's Bridge.....	B. C. Express Co.	do	.....	1	12	months	.....	1,100 00
Kootenay and Pen-d'Oreille, U.S.....	E. Bray.....	Optional	.....	8 per ann.	12	do	.....	900 00
Ladner's Landing and New Westminster...	T. McNeely.....	Horse or vehicle.	.....	.....	.....	Special trips.....	.....	16 00
Langley and Steamer.....	H. Wark.....	Optional	.....	2	6	do	(to Dec. 31, 1885).....	50 00
do do	do	do	.....	2	1	do	(to Mar. 23, 1886).....	5 00
Langley and Langley Prairie.....	do	do	.....	4	26	trips	(to Mar. 31, 1886).....	26 00
Lillooet and Savona's Ferry.....	B. C. Express Co...	Vehicle	.....	1	10	months	(to Jan. 31, 1886).....	4,560 00
Lytton and Railway Station.....	L. Cuvreau.....	Optional	.....	3	1	do	(to Apr. 30, 1885).....	3 34
do do	do	do	.....	3	7	do	(to Nov. 30, 1885).....	35 00
do do	do	do	.....	3	3	do	18 dys (from Dec. 14, '85).....	17 50
Maple Bay and Quamichan.....	W. P. Jaques.....	do	.....	2	7	do	(from Sept. 30, 1885).....	43 75
Maple Bay and Somenos.....	J. Kier.....	do	.....	2	12	do	.....	175 00
Metchoin and Victoria.....	J. Parker.....	Vehicle	.....	1	12	do	.....	250 00
Mount Lehman and Riverside.....	C. B. Sword.....	Optional	.....	2	Season,	1885-86.....	.....	30 00
Mud Bay and New Westminster.....	J. Woodward.....	Horse or vehicle.	.....	1	3	months	(to June 30, 1885).....	33 75
do do	W. C. McDougall..	do	.....	1	9	do	from do	96 00
Nanaimo and Wellington.....	J. Ganner.....	Stage	.....	6	12	do	.....	120 00
New Westminster and Port Moody.....	J. M. Wise.....	Horse or vehicle.	.....	3	5	do	(to Aug. 1, 1885).....	250 00
do do	J. W. Sexsmith...	do	.....	3	7	do	from do	315 00
North Saanich and Victoria.....	H. Simpson.....	Stage	.....	2	9	do	(from July 1, 1886).....	333 75
Okanagon Mission and Osoyoos.....	E. Lequime.....	Horseback	.....	1 per mo.	12	do	.....	300 00
Otter Point and Victoria.....	T. Tugwell.....	Horse or vehicle.	.....	1	11	do	(from May 1, 1885).....	183 34
Port Hammond and Railway Station.....	W. J. Harris.....	Optional	.....	3	3	do	(to Nov. 30, 1885).....	15 00
do do	do	do	.....	3	3	do	18 dys. (from Dec. 14, '85).....	17 50

## REPORT No. 2, F—Continued.

—DETAIL of all payments for Mail Transportation in British Columbia, made within the Year ended 30th June, 1886.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						\$ cts.
Port Harvey and Railway Station.....	D. Dockstader... ..	Optional... ..	40 yds.	3	3 months (to Nov. 30, 1885).....	5 00
do do .....	do .....	do .....	40 yds.	3	do 18 dys. (from Dec. 14, '85).....	5 84
Port Moody and Railway Station.....	D. B. Grant.....	do .....	1	3	do (to Nov. 30, 1885).....	30 00
do .....	do .....	do .....	1	3	do 18 dys. (from Dec. 14, '85).....	35 00
Saanich and Victoria.....	H. Simpson .....	Stage .....	24	1	do (to June 30, 1885).....	61 25
Salt Spring Island and Wharf .....	J. B. Roadwell .....	Optional .....	3	2	do .....	100 00
Sayona's Ferry and Railway Station.....	J. B. Leighton .....	do .....	24	3	do (to Sept. 30, 1885).....	30 00
Sooke and Victoria.....	M. Mair.....	Horse or vehicle.....	26	1	do (to Apr. 30, 1885).....	25 00
Spence's Bridge and Railway Station.....	D. O'Hara.....	Optional.....	50 yds.	3	do (to Nov. 30, 1885).....	12 50
do do .....	do .....	do .....	50 yds.	3	do 18 dys. (from Dec. 14, '85).....	14 60
Sumas and Upper Sumas.....	H. Barker .....	do .....	14	1	do 14 dys. (broken period).....	175 00
Sumas and Wagon Road.....	D. W. Miller .....	do .....	14	4	do (from Jan. 1, 1886).....	13 00
Victoria and Wellington.....	J. Gannet.....	Vehicle .....	7	2	do .....	130 00
Yale and Railway Station.....	F. Brown.....	Optional.....	100 yds.	3	do (to Nov. 30, 1885).....	35 00
do do .....	do .....	do .....	100 yds.	3	do 18 dys. (from Dec. 14, '85).....	17 50
					Total.....	\$36,825 80

A. CAMPBELL,  
Postmaster-General.

H. A. WICKSTEED,  
Accountant.

## REPORT No. 2, F—Continued.

DETAIL of all payments for Mail Transportation in British Columbia, made within the Year ended 30th June, 1886.  
CONVEYANCE OF MAILS BY STEAMBOATS AND SAILING VESSELS.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Burrard Inlet and Granville.....	J. Van Bramer.....	8 r. t.	6	12 months (to March 31, 1886)....	500 00
Comox, Nanaimo and New Westminster.....	W. Rogers .....	100	1	12 do do ..	3,000 00
Eagle Pass and Kamloops.....	J. A. Mara.....	90	1	Season, 1885, and 1 trip in 1886...	3,300 00
Fort Simpson and Victoria.....	J. D. Warren.....	600	1 p. month	11 months (to March 31, 1886)....	1,833 33
Kamloops and Savona's Ferry.....	J. A. Mara.....	26	3	Season, 1885, and 2 trips in 1886..	2,080 00
Nanaimo and Victoria.....	People's Steam Navigation Co. ....	75	3	12 months (to March 31, 1886)....	2,500 00
New Westminster and North Arm.....	J. W. Sexsmith. ....	12	1	9 do (to Dec. 31, 1885).....	183 75
New Westminster and Sea Island.....	W. F. Stewart.....	15	1	3 do (to March, 31, 1886)....	61 25
New Westminster, Victoria and Fraser River.....	C. P. Navigation Co.....	150	As req.	12 do do ....	12,500 00
New Westminster and Victoria.....	do .....	75	.....	Special trips.....	525 00
New Westminster and Yale.....	do .....	100	.....	do .....	200 00
Victoria and Port Townsend, U.S.....	Oregon Railway and Navigation Co.....	40	6	12 months (to March 31, 1886)....	8,000 00
				Total .....	\$34,683 33

A. CAMPBELL,  
Postmaster-General.

H. A. WICKSTEED,  
Accountant.



**REPORT No. 2, F—Continued**—Detail of all payments for Mail Transportation in British Columbia, made within the Year ended 30th June, 1886.

**CONVEYANCE OF MAILS BY RAILWAY.**

Name of Railway.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.	
				\$	cts.
Canadian Pacific Railway Contractors (Port Moody and Savona's Ferry). .....	213	3	12 months (to Feb. 28, 1886) trains not running from the 1st to 13th Dec., 1885... ..	4,760	82
			Total .....	\$4,760	82

**A. CAMPBELL,**  
*Postmaster-General.*

**H. A. WICKSTEED,**  
*Accountant.*

**REPORT No. 2, F—Concluded**—Detail of all payments for making and repairing Mail Bags, Mail Locks, &c., in British Columbia, made within the Year ended 30th June, 1886.

Tradesmen's Names.	Particulars of Disbursements.	Amount.	
		\$	cts.
S. & H. Borbridge.....	Mail bags, labels and repairs for Post Office Department .....	171	76
R. S. Montgomery.....	Mail bags and repairs for Post Office Department.....	148	21
Pritchard & Mingard .....	Mail bag labels for do .....	2	25
E. Chanteloup .....	Brass mail locks for Post Office Inspector, Victoria...	75	00
P. McQuade & Son .....	Brass mail lock for do do ..	2	00
	Total .....	\$399	22

**A. CAMPBELL,**  
*Postmaster-General.*

**H. A. WICKSTEED,**  
*Accountant.*

PROVINCE OF PRINCE EDWARD ISLAND.

REPORT No. 2, G.

DETAIL of all payments for Mail Transportation in Prince Edward Island, made within the Year ended 30th June, 1886.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						\$ cts.
Albany and Tryon <i>via</i> North Tryon.	C. Crawford	Vehicle.	6	2 & 1	12 months	100 00
Alberton and Kildare	R. Tuplin	Optional.	10	2	do	60 00
Alberton and Lot 6.	G. Hardy	Horse or vehicle.	6	2	do	50 00
Alberton and Railway Station.	T. Keefe	Optional.	$\frac{1}{2}$	12	do	60 00
Alma and Railway Station.	J. Mountain	On foot.	$\frac{1}{2}$	2	do	20 80
Argyle Shore and Bonshaw	C. Morrow	Horse or vehicle.	3	2	do	26 00
Armadale and Railway Station	H. A. McPhee.	On foot	$\frac{1}{2}$	3	do	20 00
Baldwin's Road and Perth Station.	D. Reid	Optional.	$1\frac{1}{2}$	2	do	18 00
Bangor and Morell Station.	W. Jardine.	do	4	2	do	39 00
Barrett's Cross and Clermont	A. McLellan	Horse or vehicle.	3	2	do	8 75
do	do	do	3	2	do	16 50
Barrett's Cross and Darnley.	J. Glover.	Vehicle	12	3	do	142 50
Barrett's Cross and Park Corner.	G. Mayhew.	do	$16\frac{1}{2}$	3	do	42 12
Barrett's Cross and Railway Station.	W. Glover.	do	$10\frac{1}{2}$	12	do	88 00
Bay Fortune and Souris East.	J. McKie.	Horse or vehicle.	22	2	do	117 00
Beach Point and Montague Bridge	G. D. Poole.	do	22	3	do	345 00
do	A. Martin.	do	8	3	do	108 00
Bear River and Clear Springs.	C. McDonald.	Vehicle.	$\frac{1}{2}$	3	do	15 60
Bear River and Railway Station.	D. Costello.	On foot	41	3	do	719 00
Bedeque and Charlottetown.	A. Collett.	Vehicle	$4\frac{1}{2}$	2	do	46 80
Bedeque and Sea Cow Head.	W. A. Noonan.	Horse or vehicle.	11	3	do	116 25
Bedeque and Summerside.	T. Glover.	Vehicle	3	2	do	25 00
Belfast and Garfield	G. McKenzie	Optional.	6	2	do	49 92
Belfast and Point Prim	M. Martin.	Horse or vehicle	9	2	do	120 00
Belfast and Vernon River.	G. O'Neill.	Vehicle	8	2	do	62 40
Big Marsh and Head of St. Peter's Bay.	J. A. Lewis.	Optional.	2	3	do	55 00
Bloomfield and Railway Station	F. O'Halloran.	Horse or vehicle.	$\frac{1}{2}$	6	do	12 60
Bloomfield Station and Railway Station	F. Peter	On foot	$\frac{1}{2}$	2	do	40 00
Bloomington Point and Tracadie Cross.	A. Rettray.	Optional.	$4\frac{1}{2}$	2	do	64 00
Bonshaw and Nine Mile Creek.	A. McDougall.	Horse or vehicle.	12	2	do	

## REPORT No. 2, G—Continued.

DETAIL of all payments for Mail Transportation in Prince Edward Island, made within the Year ended 30th June, 1886.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						\$ cts.
Brae and Railway Station.....	A. McKinnon.....	Optional.....	1 <sup>7</sup> / <sub>2</sub>	3	12 months.....	15 00
Brown's Creek and Whim Road Cross.....	J. McDonald.....	do.....	1 <sup>1</sup> / <sub>2</sub>	2	12 do.....	26 00
Caledonia and Iris.....	A. Beaton.....	do.....	3	2	6 do.....	16 00
Caledonia and Orwell.....	M. Martin.....	Vehicle.....	10	3	12 do.....	154 00
Caledonia and Rona.....	J. McLeod.....	Horse or vehicle.....	4	2	12 do.....	32 00
Cape Egmont and Fifteen Point.....	L. D. Gallant.....	Optional.....	5	2	12 do.....	41 60
Cape Traverse and Summerside.....	Irving & Muttart.....	Vehicle.....	15	As req.	Balance of season, 1884-85.....	48 00
do.....	Strang & Howatt.....	do.....	15	As req.	Season, 1885-86.....	84 00
Cape Wolfe and Lot 4.....	J. T. Cook.....	Horse or vehicle.....	6	2	12 months.....	62 00
Cardigan Bridge and Corraville.....	J. Sigsworth.....	Optional.....	6	2	12 do.....	52 00
Cardigan Bridge and Head of Cardigan.....	M. McAuley.....	do.....	4	2	12 do.....	41 60
Cardigan Bridge and Lot 56.....	J. J. Campbell.....	Vehicle.....	13	3	12 do.....	270 00
Cardigan Bridge and Railway Station.....	J. McVeane.....	On foot.....	13	12	12 do.....	18 72
Cardigan Road and Railway Station.....	J. Smith.....	do.....	do	3	12 do.....	18 72
Gavendish and Hunter's River.....	J. White.....	Vehicle.....	31 r. t.	3	12 do.....	162 48
Charlottetown and Railway Station.....	T. L. Chappelle.....	do.....	do	As req.	306 24	306 24
Charlottetown and Rocky Point.....	J. Smith.....	Optional.....	2 <sup>1</sup> / <sub>2</sub>	2	12 do.....	42 64
Charlottetown and Vernon River.....	G. Silliphant.....	Vehicle.....	14 <sup>1</sup> / <sub>2</sub>	6	12 do.....	475 00
Cherry Valley and China Point.....	M. Gleeson.....	Optional.....	3	2	9 do.....	22 50
do.....	A. McLeellan.....	do.....	3	2	3 do.....	8 25
Clinton and Kensington.....	A. McKay.....	do.....	2 <sup>1</sup> / <sub>2</sub>	3	12 do.....	28 00
Clyde and Railway Station.....	E. Grabbie.....	do.....	1 <sup>7</sup> / <sub>2</sub>	3	12 do.....	10 00
Commercial Road and Peter's Road.....	W. D. Johnston.....	do.....	2 <sup>1</sup> / <sub>2</sub>	3	12 do.....	30 00
County Line and Graham's Road.....	A. Cash.....	Horse or vehicle.....	7	3	12 do.....	96 00
County Line and Railway Station.....	M. S. Hughes.....	Optional.....	8	12	12 do.....	61 77
County Line and Somerset.....	J. T. Murphy.....	Vehicle.....	5	2	12 do.....	103 00
Covehead Road and Grand Tracadie.....	S. McDonald.....	Horse or vehicle.....	5	2	12 do.....	65 00
Darlington and Kelly's Cross.....	P. Trainor.....	Vehicle.....	8	3	12 do.....	90 00
Darlington and New Wiltshire.....	J. T. McLeod.....	Optional.....	1	2	12 do.....	16 00
Darlington and Princetown Road.....	D. L. McLeod.....	do.....	3	2	12 do.....	18 00
Darlington and Railway Station.....	do.....	do.....	do	6	12 do.....	36 00
Darlington and Rose Valley.....	do.....	do.....	8	2	6 do.....	30 00





## REPORT No. 2, G—Continued.

DETAIL of all payments for Mail Transportation in Prince Edward Island, made within the Year ended 30th June, 1886.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						\$ cts.
Kensington and Railway Station .....	W. Glover ..	On foot .....	$\frac{1}{2}$	6	3 do (from Jan. 1, 1886, and extra trips) .....	20 97
Kildare Capes and Tignish .....	M. Dillon .....	Optional .....	4	2	12 do .....	41 60
Kildare Station and Railway Station .....	H. Gaudet .....	do .....	$1\frac{1}{2}$	2	12 do .....	12 48
Laurel Place and Newport .....	A. Morrison .....	do .....	8	2	12 do .....	65 00
Little Sands and Wood Islands .....	A. Munn .....	Horse or vehicle .....	3	13	do .....	79 00
Little Tignish and Tignish .....	J. J. Buote .....	Optional .....	4	2	12 do .....	25 00
Little York and Marshfield .....	R. Lawson .....	Foot or vehicle .....	$1\frac{1}{2}$	2	12 do .....	35 00
Little York and Railway Station .....	T. H. Lawson .....	do .....	$1\frac{1}{2}$	12	12 do .....	62 40
Little York and Union Road .....	do .....	Vehicle .....	22 r. t.	3	12 do .....	156 00
Lot 10 and Railway Station .....	P. Reid .....	Horse or vehicle .....	2	2	12 do .....	31 20
Lot 11 and Railway .....	T. Ramsay .....	do .....	3	3	3 do (to June 30, 1885) .....	7 80
do .....	do .....	do .....	4	3	6 do (to Dec. 31, 1885) .....	31 20
do .....	do .....	do .....	$5\frac{1}{2}$	3	3 do from .....	20 60
Lot 12 and Railway Station .....	R. Hayes .....	do .....	2	12	12 do .....	87 64
Lot 14 and Railway Station .....	P. L. Praught .....	do .....	5	3	12 do .....	70 00
Lot 35 and Railway Station .....	M. Lawlor .....	Optional .....	$1\frac{1}{2}$	2	12 do .....	33 28
Lot 46 and Sailor's Hope .....	F. McDonald .....	do .....	3	2	12 do .....	25 00
Marie and Milburn .....	P. Long .....	do .....	$3\frac{1}{2}$	2	12 do .....	20 00
Midgell and Morell Station .....	do .....	Vehicle .....	5	3	12 do .....	45 00
Mill Cove and Railway Station .....	B. Hughes .....	Optional .....	2	2	12 do .....	20 00
Mill River and Railway Station .....	F. Peters .....	do .....	$1\frac{1}{2}$	2	12 do .....	15 00
Mill View and Vernon River Bridge .....	F. Storey .....	Horse or vehicle .....	2	3	12 do .....	32 00
Milton and North Milton .....	J. McNeill .....	Optional .....	$1\frac{1}{2}$	2	12 do .....	24 00
Miminegish and Railway Station .....	do .....	On foot .....	10	2	12 do .....	15 60
Miscouche and Railway Station .....	J. Taylor .....	Horse or vehicle .....	6	12	12 do .....	74 00
Monaghan and Piquid .....	G. Des Roches .....	On foot .....	$1\frac{1}{2}$	2	12 do .....	36 00
Monaghan and Pownal .....	S. McNeill .....	Vehicle .....	6	2	12 do .....	57 20
Montague Bridge and Railway Station .....	P. Fitzsimmons .....	do .....	$8\frac{1}{2}$	2	9 do (to Dec. 31, 1885) .....	23 75
Montague Bridge and Valleyfield .....	B. Jenkins .....	Horse or vehicle .....	5	2	3 do from .....	203 44
do .....	R. Plummer .....	Vehicle .....	$5\frac{1}{2}$	2	6 do (to Sept. 30, 1885) .....	25 00
do .....	W. McLeod .....	Optional .....	4	2	6 do .....	25 00



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REPORT No. 2, G—Continued.

DETAIL of all payments for Mail Transportation in Prince Edward Island, made within the Year ended 30th June, 1886.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
West Point and Railway Station.....	P. McPhee.....	Horse or vehicle.	13	2	12 months.....	\$ 104 00
West St. Peter's and Railway Station.....	J. McDonald.....	Optional. ....	24	2	12 do .....	25 00
Wilmot Valley and Railway Station.....	G. P. Walker.....	do .....	3½	2	12 do .....	52 00
					Total .....	\$11,318 67

A. CAMPBELL,

Postmaster-General.

H. A. WICKSTEED,

Accountant.

**REPORT No. 2, G—Continued—**Detail of all payments for Mail Transportation in Prince Edward Island, made within the Year ended 30th June, 1886.

CONVEYANCE OF MAILS BY STEAMBOAT AND SAILING VESSELS.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Cape Traverse and Cape Tormentine, N.B.....	Irving & Muttart.....	9	As req.	Balance of season, 1884-85..	1,368 00
Charlottetown, Pictou, N.S, and Shediac, N.B .....	Prince Edward Island Steam Navigation Co .....	60 & 45	4 & 6	Season, 1885...	10,000 00
Prince Edward Island and Mainland .....	Disbursed by Marine and Fisheries Department.....	.....	.....	Part of season 1885-86. ....	4,000 00
				Total.....	\$15,368 00

H. A. WICKSTEED,  
Accountant.

A. CAMPBELL,  
Postmaster-General.

**REPORT No. 2, G—Continued—**Detail of all payments for Mail Transportation in Prince Edward Island, made within the Year ended 30th June, 1886.

CONVEYANCE OF MAILS BY RAILWAY.

Name of Railway.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
Prince Edward Island Railway.....	201½	*	12 months to March 31, 1886 (including special winter service for seasons 1884-85 and 1885-86)	\$ cts.
*With varying frequency, over different sections of the line.				26,603 00
			Total .....	\$26,603 00

H. A. WICKSTEED,  
Accountant.

A. CAMPBELL,  
Postmaster-General.

REPORT No. 2, G—*Concluded*—Detail of all payments for making and repairing Mail Bags, Mail Locks, &c., in Prince Edward Island, made within the Year ended 30th June, 1886.

Tradesmen's Names.	Particulars of Disbursements.	Amount.
		\$ cts.
S. & H. Borbridge.....	Mail bags, labels and repairs for Post Office Department...	116 01
R. S. Montgomery.....	Mail bags, rivet seals, &c. do ...	806 48
	Total .....	\$922 49

A. CAMPBELL,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*



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## PART II.

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## PROVINCE OF ONTARIO.

## A, IN REPORT No. 3, A.

DETAIL of all payments made for Salaries, &c., in Ontario; showing, in each case, the name of the person, the service or duty performed, and the amount paid within the Year ended 30th June, 1886.

Name.	Service.	Salary.	Night Duty and Mileage.	Total of Classes.	Grand Total.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
	CHIEF INSPECTOR'S OFFICE.				
J. Dewe.....	Chief Inspector .....	2,800 00			
W. E. Bennett .....	Acting Assistant Inspector (transferred from Winnipeg Post Office, and salary included in that pay list for month of July, 1885) .....	1,225 00		4,025 00	
L. F. A. Maingy .....	1st Class Clerk.....	1,250 00		1,250 00	
J. L. Payne .....	Temporary Clerk, from 1st July to 31st October, 1885 .....	300 00			
A. N. Payne.....	do from 12th October, 1885 .....	288 17			
E. A. LeSueur.....	do from 1st January, 1886 .....	200 00			
E. Osgood.....	do .....	200 00			
	Total, Chief Inspector's Office .....			988 17	6,263 17
	BARRIE DIVISION.				
D. Spry .....	Post Office Inspector .....	2,200 00			
J. Henderson.....	Assistant do .....	1,250 00		3,450 00	
J. Forsyth.....	1st Class Clerk.....	1,200 00		1,200 00	
G. J. Mason .....	2nd do .....	1,200 00			
J. Ward.....	3rd do .....	560 00		1,200 00	
J. Powell .....	do .....	520 00			

T. R. Boyd.....	do	400 00	1,480 00	7,820 00
J. Harris .....	Messenger.	490 00	490 00	
Total, Barrie Inspector's Office .....				
RAILWAY MAIL SERVICE.				
A. McCarthy .....	Chief Railway Mail Clerk.	1,500 00	1,500 00	
P. Hynes .....	1st Class Railway Mail Clerk .....	960 00	126 80	
M. E. Kelly .....	2nd .....	800 00	227 70	
J. S. Leslie .....	do	400 00	89 40	
R. Murray .....	do	800 00	225 70	
J. O'Connor .....	do	730 00	165 70	
E. J. Skelly .....	do	720 00	166 10	
T. Martin .....	do	720 00	154 30	
T. Mason .....	do	720 00	158 80	
J. H. Bennett .....	do	720 00	152 60	
T. Dunn .....	do	720 00	128 20	
M. Maloney .....	do	720 00	150 90	
W. Stokes .....	do	673 33	9,332 73	
J. Legate .....	3rd .....	540 00	177 70	
J. D. Cunningham .....	do	518 60	122 20	
J. J. Golden .....	do	520 00	87 50	
L. P. McP. McDonald .....	do	520 00	149 80	
C. Pierson .....	do	520 00	151 70	
P. J. Duffy .....	do	560 00	181 13	
T. J. Atkins .....	do	500 00	195 40	
W. Leadley .....	do	480 00	140 20	
W. H. Swan .....	do	480 00	154 00	
T. J. M. Skelly .....	do	60 00	3 90	
Total, Barrie Railway Mail Service .....		14,871 93	3,112 70	17,984 63
KINGSTON DIVISION.				
G. E. Griffin .....	Post Office Inspector .....	2,400 00		
A. Jones .....	Assistant do .....	1,250 00		3,650 00



REPORT No. 3, A.—Detail of all payments for Salaries, &c., in Ontario, made within the Year ended 30th June, 1886.

Name.	Service.	Salary. \$ cts.	Night Duty and Mileage. \$ cts.	Total of Classes. \$ cts.	Grand Total. \$ cts.
<b>KINGSTON DIVISION—Concluded.</b>					
J. Meagher.....	2nd Class Clerk.....	1,200 00			
P. H. Macarow.....	do.....	1,085 00			
J. E. Hopkirk.....	do.....	1,150 00		3,415 00	
J. C. Strange.....	3rd do to 30th April, 1886 (transferred to Ocean Mail service).....	480 00		480 00	
	Total, Kingston Inspector's Office.....	.....	.....	.....	7,545 00
<b>RAILWAY MAIL SERVICE.</b>					
F. Scobell.....	2nd Class Railway Mail Clerk.....	720 00	141 05		
H. F. Ketcheson.....	do Probationary (promoted from 3rd Class, 1st January, 1886).....	540 00	185 20	1,586 25	
J. Hoyland.....	3rd do to 31st Oct., 1885 (transferred to Ottawa Division).....	520 00	85 00		
W. H. Gass.....	do do.....	160 00	36 40		
D. J. Walker, jun.....	do do.....	480 00	100 20		
W. J. Doller.....	do do.....	480 00	89 60		
J. D. Sherman.....	do Probationary, from 1st October, 1885.....	360 00	63 60		
J. R. Sayers.....	do do from 15th October, 1885.....	341 93	103 20	2,819 93	
	Total, Kingston Railway Mail Service.....	3,601 93	804 25	.....	4,406 18
<b>LONDON DIVISION.</b>					
R. W. Barker.....	Post Office Inspector.....	2,400 00			
C. Fisher.....	Assistant do.....	1,450 00		3,850 00	
A. Thomson.....	1st Class Clerk.....	1,300 00		1,300 00	
W. Blair.....	2nd do.....	950 00			

F. W. Mathews	do	900 00	1,850 00
R. G. Mercer	3rd	800 00	
G. Hampton	do	784 44	
J. Johnson	do	500 00	2,084 44
R. McNeil	Messenger	490 00	490 00
Total, London Inspector's Office.			
RAILWAY MAIL SERVICE.			
1st Class Railway Mail Clerk			
P. Purdon	do	960 00	179 40
J. Wynn	do	960 00	166 40
B. D. D. Rolison	do	960 00	158 40
A. G. McWhinney	do	960 00	158 90
W. Mathews	do	960 00	186 80
J. G. Wright	do	960 00	181 90
H. Cousins	do	960 00	165 00
T. J. Essex	do	960 00	127 80
J. Yorick	do	960 00	189 00
W. Mitchell	do	960 00	205 40
W. Edgar	do	960 00	167 90
2nd			
T. J. O'Meara	do	800 00	178 30
R. P. Wright	do	800 00	164 20
J. Flynn	do	800 00	179 10
J. Mitchell	do	800 00	129 80
J. W. McLaren	do	800 00	115 30
J. J. Doyle	do	720 00	175 80
W. D. Tye	do	720 00	177 60
J. F. Scanlan	do	720 00	
(suspended from 1st to 31st August, 1885; also 22 days in January and February, 1886)			
E. O. B. Rogers	do	613 69	113 50
J. L. G. Elliott	do	720 00	153 30
W. Cousins	do	730 00	253 90
W. A. Cleary	do	720 00	180 00
F. A. Gemmill	do	640 00	101 30
J. M. Farrow	do	800 00	104 90
J. G. L. Dawson	do	640 00	208 90
A. F. Gaultier	do	640 00	89 70
D. J. McLean	do	640 00	180 70
	do	640 00	262 50
3rd			
H. Elliot	do	520 00	170 00
W. H. Arland	do	520 00	119 20
J. P. Oasgrain	do	520 00	170 50
W. Purdon	do	520 00	86 00
			12,447 50
			14,902 19
			9,574 44

REPORT No. 3, A.—Detail of all payments for Salaries, &c., in Ontario, made within the Year ended 30th June, 1886.

Name.	Service.	Salary. \$ cts.	Night Duty and Mileage. \$ cts.	Total of Classes. \$ cts.	Grand Total. \$ cts.
<b>RAILWAY MAIL SERVICE—Continued.</b>					
W. G. McMillan.....	3rd Class Railway Mail Clerk.....	506 67	97 80		
A. Northwood.....	do.....	503 34	171 60		
O. McL. Sinclair.....	do.....	500 00	100 20		
G. W. Young.....	do.....	500 00	168 10		
W. L. McNeal.....	do.....	500 00	177 60		
J. Corcoran.....	do.....	240 00	82 20		
T. W. W. Crawford.....	to 31st Dec., 1885; (transferred to Ottawa Division) Probationary, from 28th September, 1885.....	364 00	86 70		
O. C. Fox.....	do.....	360 00	70 20		
W. W. McVicar.....	do.....	34 84			
C. M. W. Sloan.....	do.....	40 00	9 90	7,138 75	
R. Degg.....	Mail Transfer Agent.....	440 00		440 00	
		28,762 54	6,165 90		34,928 44
	<b>Total, London Railway Mail Service.....</b>				
<b>OTTAWA DIVISION.</b>					
T. P. French.....	Post Office Inspector.....	2,400 00			
A. Bolduc.....	Assistant do.....	1,250 00		3,650 00	
G. P. LeSueur.....	1st Class Clerk.....	1,300 00		1,300 00	
D. Moloney.....	2nd do.....	950 00			
J. F. O'Connor.....	do.....	900 00		1,850 00	
D. A. Bruce.....	3rd do.....	430 00		430 00	
P. B. Dunne.....	Temporary Clerk, from 24th December, 1885.....	208 60		208 60	
R. Roy.....	Messenger, to 31st July, 1885 (deceased).....	38 33			





REPORT No. 3, A.—Detail of all payments for Salaries, &c., in Ontario, made within the Year ended 30th June, 1886.

Name.	Service.	Salary.	Night Duty and Mileage.	Total of Classes.	Grand Total.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
<b>TORONTO DIVISION.</b>					
M. Sweetnam .....	Post Office Inspector .....	2,600 00			
G. A. Burnham .....	Assistant do .....	1,450 00			
W. E. Griffith .....	1st Class Clerk .....	1,400 00		4,050 00	
G. T. B. Gurnett .....	2nd do .....	1,170 00		1,400 00	
W. Greaves .....	do .....	1,090 00			
J. Henry .....	do .....	1,062 50			
W. Crocker .....	do .....	1,050 00		4,372 50	
H. W. Smallpiece .....	3rd do .....	800 00			
G. B. Sweetnam .....	do .....	440 00		1,240 00	
J. McKillop .....	Messenger .....	490 00		490 00	
Total, Toronto Inspector's Office .....				11,552 50	
<b>RAILWAY MAIL SERVICE.</b>					
C. J. H. Winstanley .....	Chief Railway Mail Clerk .....	2,400 00		2,400 00	
J. Sauter .....	1st Class Railway Mail Clerk .....	950 00	412 09		
T. McCormick .....	do .....	960 00	91 60		
J. O. Bennett .....	do .....	960 00	179 90		
W. Beatty .....	do .....	960 00	380 06		
W. O. Asdown .....	do .....	960 00	165 50		
F. Tyner .....	do .....	960 00	396 84		
G. F. Burns .....	do .....	950 00	179 20		
G. A. Shaw .....	do .....	960 00			
(on leave of absence, without salary, from 15th October to 8th November, 1885) .....					
T. S. Birchall .....	do .....	894 80	80 70		
L. V. Byrne .....	do .....	960 00	490 50		
W. Noble .....	do .....	960 00	516 80		
	2nd .....	800 00	371 00	12,430 99	

J. Egan.....	do	800 00	477 12
A. Thompson.....	do	800 00	184 50
J. Dundas.....	do	800 00	136 30
P. J. Costello.....	do	800 00	385 65
D. J. Skelly.....	do	800 00	38 10
G. Mathews.....	do	580 00	
A. Findlay.....	do	760 00	389 48
C. T. Bell.....	do	718 07	
J. E. McLeod.....	do	720 00	160 50
F. O'C. Higgins.....	do	720 00	343 78
A. Beatty.....	do	720 00	241 64
W. M. Platt.....	do	720 00	316 68
E. O. Boyle.....	do	720 00	172 50
N. F. Elliott.....	do	720 00	141 90
W. O'Connor.....	do	720 00	340 74
W. McArthur.....	do	720 00	352 44
W. B. Smith.....	do	720 00	162 60
J. Little.....	do	713 33	345 06
G. W. Griffin.....	do	680 00	176 40
L. Sewell.....	do	720 00	295 24
A. Jones.....	do	733 34	172 10
D. B. Kelly.....	do	800 00	184 70
J. T. O'Loane.....	do	716 67	165 90
C. Coleman.....	do	390 00	185 89
J. Kelly.....	do	533 32	397 80
G. M. Harris.....	do	285 15	107 40
J. Pringle.....	do	520 00	196 10
F. C. Clarke.....	do	520 00	168 00
W. Snellie.....	do	520 00	248 29
W. J. Little.....	do	520 00	101 30
E. J. Freel.....	do	520 00	281 71
W. J. Ramsey.....	do	493 34	175 90
W. Richardson.....	do	480 00	133 20
J. T. Mollard.....	do	480 00	159 80
A. J. Cheyne.....	do	480 00	122 80
W. E. Wiley.....	do	480 00	196 93
H. F. Dinning.....	do	360 00	110 60
M. W. Sloan.....	do	320 00	91 60
H. P. Thompson.....	do	269 33	55 60
R. Y. Ellis.....	do	189 33	26 70
J. Davis.....	do	373 97	132 70
	do	47 74	0 60
			9,544 25
			555 01
			23,071 13



## REPORT No. 3, A.—Detail of all payments for Salaries, &amp;c., in Ontario, made within the Year ended 30th June, 1886.

Name.	Service.	Salary. \$ cts.	Night Duty and Mileage. \$ cts.	Total of Classes. \$ cts.	Grand Total. \$ cts.
	RAILWAY MAIL SERVICE— <i>Concluded.</i>				
J. F. Harper.....	Mail Transfer Agent.....	430 00	.....	.....	.....
A. Scholes.....	do .....	460 00	.....	890 00	.....
		37,508 39	11,382 99	.....	48,891 38
	Total, Toronto Railway Mail Service .....	.....	.....	.....	.....
		\$153,137 99	\$ 28,795 54	\$181,933 52	\$181,933 52
	Grand Total carried forward .....	.....	.....	.....	.....

REPORT No. 3, A.—Detail of all payments for Salaries, &c., in Ontario, made within the Year ended 30th June, 1886.

Name.	Service.	Salary.	Total of Classes.	Grand Total.
		\$ cts.	\$ cts.	\$ cts.
	Brought forward.			181,933 52
	BELLEVILLE POST OFFICE.			
J. H. Meacham	Postmaster	1,400 00		
J. Reid	Assistant Postmaster.	1,100 00	2,500 00	
T. Duncan	2nd Class Clerk.	900 00	900 00	
A. Gillen	3rd do (less fine)	519 50		
S. W. Lazier	do	440 00		
W. B. Walker	do	440 00		
T. M. Newbery	do	430 00		
W. J. Embury	do	420 00		
J. J. Lynch	Temporary Clerk	400 00	2,249 50	
	Total, Belleville Post Office		400 00	6,049 50
	HAMILTON POST OFFICE.			
H. N. Case	Postmaster	2,400 00		
H. Colbeck	Assistant Postmaster.	1,800 00	4,200 00	
H. A. Eager	1st Class Clerk.	1,300 00	1,300 00	
T. Burns	2nd do	1,200 00		
G. H. Bull	do	925 00		
G. Ross	do	925 00	3,050 00	
A. C. Crisp	3rd do	800 00		
J. C. Dempsey	do	133 34		
J. S. Mathews	do	800 00		
E. H. Dunnett	do	800 00		
B. F. Barber	do	800 00		
W. R. Ecclestone	do	680 00		

REPORT No. 3, A.--Detail of all payments for Salaries, &c., in Ontario, made within the Year ended 30th June, 1886.

Name.	Service.	Salary.	Total of Classes.	Grand Total.
		\$ cts.	\$ cts.	\$ cts.
HAMILTON POST OFFICE—Concluded.				
3rd Class Clerk				
H. Dinse.....	do	680 00		
W. Smith.....	do	680 00		
P. J. O'Donnell.....	do	680 00		
R. Fitzgerald.....	do	630 00		
W. Flynn.....	do	630 00		
D. D. Campbell.....	do	560 00		
W. L. Waterman.....	do	530 00		
H. Hill.....	do	520 00		
J. A. Webber.....	do	520 00		
H. E. J. Filigiano.....	do	470 00		
C. Judd.....	do	460 00		
O. Beatty.....	do	450 00		
J. R. Morden.....	do	420 00		
J. E. B. Mackay.....	do	410 00		
J. O. McCulloch.....	do	410 00		
R. J. Harron.....	do	410 00		
Temporary Clerk, from 24th August, 1885, to 1st September, 1885.		341 91	12,583 34	
W. P. McCawley.....	do	333 34	675 28	
R. S. Miller.....	do			
Superintendent Letter Carrier				
J. Murphy.....	do	600 00		
T. B. S. Austin.....	do	600 00		
J. Gore.....	do	600 60		
J. H. Fearside.....	do	600 00		
W. J. Flocks.....	do	600 00		
H. M. Coates.....	do	600 00		
C. W. W. Fielding.....	do	600 00		
J. Wilson.....	do	600 00		
J. Gardner.....	do	600 00		
R. Stratton.....	do	600 00		
W. Angus.....	do	460 00		
J. E. S. Baillie.....	do	156 67		
W. Rennie.....	do	477 50		
C. Anstey.....	do	437 50		
D. C. Dowrie.....	do	412 50		



T. H. Loney	do	to 10th December, 1885 (dismissed)	178 79
A. Griffin	do		390 00
W. Dawe	do		390 00
W. H. J. mes	do		390 00
E. Frank	do		390 00
J. W. North	do		390 00
C. H. Stickle	do		390 00
G. Springate	do		390 00
M. Dawson	do		390 00
E. Sevier	do		390 00
W. A. Mundy	do		390 00
W. Strongman	do	from 17th August, 1885	314 61
W. Lawrence	do	from 10th November, 1885	232 00
J. Charters	do	from 26th December, 1885	187 74
D. Walsh	Messenger		12,767 21
			540 00
			35,105 83
KINGSTON POST OFFICE.			
J. Shannon	Postmaster		1,800 00
W. Shannon	Assistant Postmaster		1,400 00
J. Kelly	1st Class Clerk		3,200 00
R. T. Burns	2nd		1,300 00
J. G. Strachan	3rd		1,200 00
W. S. Smyth	do		800 00
J. P. Pense	do		800 00
J. McBride	do		680 00
J. L. Renton	do		620 00
F. C. Voigt	do		580 00
F. Macdonald	do		520 00
R. J. D'Arcy	do		800 00
T. Moore	do		440 00
W. O'Reilly	do		410 00
		Probationary from, and Letter Carrier to, 1st February, 1886 (less fine)	372 00
A. H. Miller	Letter Carrier		525 00
J. Collins	do		485 00
R. Lewers	do		390 00
L. Paladeau	do	to 15th August, 1885 (resigned)	48 23
P. J. Howland	do		375 00

REPORT No. 3, A.—Detail of all payments for Salaries, &c., in Ontario, made within the Year ended 30th June, 1886.

Name.	Service.	Salary.	Total of Classes.	Grand Total.
		\$ cts.	\$ cts.	\$ cts.
KINGSTON POST OFFICE—Concluded.				
R. Gilmour.....	Letter Carrier from 1st October, 1885, also Temporary Letter Carrier from 12th August, 1885 (less fine).....	319 50		
R. Kearns...	do from 1st May, 1886, also Temporary Letter Carrier from 24th December, 1885....	180 96	2,323 69	
W. Neil.....	Temporary Letter Carrier.....	360 00	360 00	
H. Dunbar.....	Messenger.....	495 00	495 00	
	Total, Kingston Post Office.....			14,900 69
LONDON POST OFFICE.				
R. J. C. Dawson.....	Postmaster.....	2,200 00		
J. D. Sharman.....	Assistant Postmaster.....	1,600 00		
H. D. Dalton ..	1st Class Clerk.....	1,300 00	3,800 00	
J. Hunter.....	2nd.....	1,170 00	1,300 00	
R. F. Mathews.....	do.....	1,170 00		
O. Hevey.....	do.....	937 50	3,277 50	
C. J. N. Shanly.....	3rd.....	800 00		
J. Ward.....	do.....	800 00		
A. E. Ashton.....	do.....	800 00		
N. McNeil.....	do.....	730 00		
L. Lawless.....	do.....	600 00		
W. Nicholls.....	do.....	600 00		
F. G. Wheeler.....	do.....	520 00		
W. H. Skinner.....	do.....	520 00		
R. A. Gunn.....	do.....	520 00		
J. O'Meara.....	do.....	470 00		
J. P. Murray.....	do.....	480 00		
A. Carrothers.....	(including arrears).....			

F. J. Deviney.	do	430 00	
J. H. Percival	do	400 00	8,190 00
M. Haystead...	Superintendent Letter Carrier.	670 00	
J. Kennedy.	Letter Carrier.	600 00	
J. Denahy.	do	600 00	
J. M. Beattie.	do	600 00	
G. Hinton.	do	600 00	
J. A. Screaton	do	600 00	
G. Evans.	do	600 00	
W. S. Short.	do	600 00	
J. Ward	do	500 00	
F. W. Bermingham	do	477 50	
W. P. Burns.	do	437 50	
T. Brennan.	do	384 69	
P. Phillips.	do	390 00	
T. W. Bartlett.	do	390 00	
J. Wilson.	do	390 00	
T. Phair.	do	390 00	
F. Pontey.	do	390 00	
R. Walsh.	do	390 00	
M. J. Maitland.	do	390 00	
John Cushing.	do	382 50	
W. F. Southcott	do	382 50	
James Cushing.	do	360 00	
J. Nicholson.	do	355 17	10,669 86
W. C. Hiscott	Temporary Letter Carrier, from 12th October, 1885.	259 35	259 35
J. W. Kern.	Letter Collector.	600 00	
R. Wright	do	585 00	
M. O'Meara.	Messenger.	590 00	1,185 00
			590 00
	Total, London Post Office.		29,271 71
	OTTAWA POST OFFICE.		
J. A. Gouin.	Postmaster.	2,000 00	
F. Hawken.	Assistant Postmaster.	1,800 00	
F. French.	1st Class Clerk.	1,300 00	3,800 00
E. B. Bates.	2nd do	1,200 00	1,300 00
E. S. McDermott.	do	932 78	
E. J. O'Connor.	do	1,170 00	



REPORT No. 3, A.—Detail of all payments for Salaries, &c., in Ontario, made within the Year ended 30th June, 1886.

Name.	Servic.	Salary.	Total of Classes.	Grand Total.
		\$ cts.	\$ cts.	\$ cts.
OTTAWA POST OFFICE—Continued.				
C. Shaw.....	2nd Class Clerk.....	1,075 00		
W. H. Pennock.....	do.....	900 00	5,277 78	
3rd				
J. G. Poston.....	(less fine).....	795 70		
D. B. Gordon.....	do.....	800 00		
W. O. Mercer.....	do.....	800 00		
A. A. Smith.....	do.....	800 00		
E. B. Wood.....	do.....	800 00		
H. O'Neil.....	do.....	800 00		
M. J. Whitty.....	do.....	760 00		
J. H. Bartlett.....	do.....	640 00		
H. Pooler.....	do.....	680 00		
H. Carroll.....	do.....	640 00		
N. E. Landriau.....	do.....	520 00		
S. J. Bradbury.....	do.....	520 00		
E. L. Chevrier.....	do.....	490 00		
G. R. McQueen.....	do.....	600 00		
C. W. Macdonald.....	do.....	530 93		
L. Garrett.....	do.....	460 00		
A. H. Gallup.....	do.....	459 00		
L. E. Noel.....	do.....	460 00		
E. H. Mathewman.....	do.....	693 13		
W. M. Brophy.....	do.....	730 00		
A. York.....	do.....	430 00		
F. L. Myers.....	do.....	410 00		
W. H. Gemmill.....	do.....	389 00		
G. Catellier.....	do.....	366 67		
L. Ballantine.....	do.....	189 24		
H. L. Corbett.....	do.....	188 17		
J. G. Fortier.....	do.....	15,451 84		
Temporary Clerk.				
J. Healy.....	do.....	400 00		
A. E. Smith.....	do.....	218 35		
M. Darcey.....	do.....	120 43	738 78	

F. S. Warwick	800 00	9,474 20
J. Brown	600 00	257 42
P. Larue	600 00	1,200 00
M. Dolan	600 00	540 00
P. Robert	600 00	5,000 00
A. Dupuis	600 00	6,400 00
A. J. George	600 00	
T. Cuddie	460 00	
W. Lamb	405 00	
M. J. Egan	405 60	
J. N. Faveau	390 00	
J. N. Larue	390 00	
J. T. Bédard	390 00	
M. Fagan	390 00	
J. Barrow	390 00	
N. Marion	382 50	
A. Pegg	382 50	
H. Duggan	375 00	
R. Fair	360 00	
E. T. Edwards	354 20	
W. H. Murphy	257 42	
W. Darcey	600 00	
W. Goodwin	600 00	
H. Duggan	540 00	
T. C. Patteson	3,000 00	
J. Carruthers	2,000 00	
J. H. Davis	1,400 00	
A. Cooper	1,200 00	
J. Moerschelder	1,400 00	
A. Corke	1,200 00	
A. G. Thompson	1,200 00	
A. Marstone	1,200 00	
H. F. Falkner	1,200 00	
W. Loudon	1,170 00	
E. E. Chadd	1,170 00	
B. Easom	1,072 50	
B. M. Armstrong	1,170 00	

Total, Ottawa Post Office

TORONTO POST OFFICE.

Postmaster.  
Assistant Postmaster.

1st Class Clerk.

do  
do  
do  
do

2nd

do  
do  
do  
do  
do  
do

(suspended, from 16th July, to 15th August, 1885).

38,040 02

## REPORT No. 3, A.—Detail of all payments for Salaries, &amp;c., in Ontario, made within the Year ended 30th June, 1886.

Name.	Service.	Salary.	Total of Classes.	Grand Total.
		\$ cts	\$ cts.	\$ cts.
TORONTO POST OFFICE—Continued.				
2nd Class Clerk				
J. Monaghan	(less fine)	1,170 00		
E. Langley	do	1,169 50		
R. W. Riddell	do	920 00		
R. Hassard	do	950 00		
A. Beatty	do	950 00		
A. T. Middleton	do	900 00		
			13,072 00	
3rd				
W. McPherson	do	800 00		
J. Gorman	do	800 00		
A. Curran	(less fine)	799 50		
W. H. Douglas	do	799 50		
J. J. Dunbar	do	800 00		
H. S. Allan	do	799 50		
J. Callaghan	do	800 00		
J. H. Scott	do	800 00		
H. Boulter	do	730 00		
W. Bonnick	do	680 00		
R. Thompson	do	630 00		
R. A. Aymong	do	580 00		
G. A. Thomas	do	540 00		
M. E. Hayes	do	550 00		
W. J. Newell	do	520 00		
J. R. Fraser	do	520 00		
J. Aikins	do	520 00		
W. L. Bell	do	172 83		
J. Wright	do	520 00		
A. E. Beatty	do	520 00		
J. A. D. Riddell	do	519 50		
A. Pinel	do	446 66		
W. E. Lemon	do	480 00		
M. Macdonald	do	480 00		
M. Boyd	do	470 00		
J. K. Johnstone	do	470 00		
W. Arthurs	do	470 00		
J. Rutherford	do	470 00		



J. Grandfield.....	do	480 00
A. McIntyre.....	do	670 00
W. Riddle.....	do	468 71
R. A. Pridham.....	do	470 00
J. Kirkpatrick.....	do	480 00
R. Pridham.....	do	800 00
J. S. Biddy.....	do	460 00
C. E. Smith.....	do	440 00
H. A. Dwyer.....	do	440 00
R. F. Durham.....	do	439 99
J. R. Briggs.....	do	440 00
W. Sparks.....	do	440 00
T. H. McCandless.....	do	420 00
W. A. Hynes.....	do	420 00
E. Spencer.....	do	440 00
T. Patterson.....	do	410 00
T. Gill.....	do	410 00
J. A. Whiteside.....	do	400 00
J. Stoddard.....	do	600 00
A. Symons.....	do	66 66
J. Huggard.....	do	369 89
W. J. Milligan.....	do	341 91
W. A. McCague.....	do	287 09
26,831 71		
J. F. Cornell.....	do	255 90
S. Hurst.....	do	153 77
F. W. Spink.....	do	33 34
E. Westman.....	do	33 34
J. Rodgers.....	do	33 34
W. N. Griffith.....	do	33 34
R. A. Boulter.....	do	33 34
Letter Carrier.....		
J. Clode.....	do	600 00
W. Foster.....	do	600 00
A. Packman.....	do	600 00
C. Reeves.....	do	600 00
W. Kenny.....	do	600 00
J. L. Watkins.....	do	600 00
J. Barnes.....	do	600 00
M. Coffey.....	do	600 00
T. Curley.....	do	600 00
J. H. Weatherbee.....	do	600 00
G. Yates.....	do	600 00
J. Williams.....	do	600 00
J. Stewart.....	do	600 00
W. Sargent.....	do	600 00
M. Sullivan.....	do	600 00
C. N. Moore.....	do	600 00
C. Culruss.....	do	600 00
26,831 71		
576 37		

## REPORT No. 3, A.—Detail of all payments for Salaries, &amp;c., in Ontario, made within the Year ended 30th June, 1886.

Name.	Service.	Salary.	Total of Charges.	Grand Total.
TORONTO POST OFFICE—Continued.				
J. R. Cu'bertson.....	Letter Carrier.....	\$ cts	\$ cts.	\$ cts.
E. Murphy.....	do.....	600 00		
T. Beale.....	do.....	500 00		
J. Marks.....	do.....	492 50		
J. Crawford.....	do.....	525 00		
T. Beney.....	do.....	485 00		
R. Hodgins.....	do.....	477 50		
R. Jamieson.....	do.....	477 50		
J. Askin.....	do.....	480 00		
J. Gordon.....	do.....	445 00		
N. R. Sparks.....	do.....	437 50		
W. Kimber.....	do.....	437 50		
R. Gardiner.....	do.....	437 50		
D. Flack, jun.....	do.....	397 50		
R. Durston.....	do.....	397 50		
W. S. Parry.....	do.....	390 00		
J. McCandless.....	do.....	445 00		
A. O. Jackson.....	do.....	390 00		
R. London.....	do.....	390 00		
R. Kirkpatrick.....	do.....	390 00		
C. Kennedy.....	do.....	390 00		
H. Treloar.....	do.....	210 72		
B. B. Ewell.....	do.....	390 00		
J. H. Watson.....	do.....	390 00		
A. H. Meadows.....	do.....	390 00		
F. Kirk.....	do.....	390 00		
J. Anderson.....	do.....	390 00		
W. H. Langstone.....	do.....	390 00		
G. Pollock.....	do.....	390 00		
S. Reid.....	do.....	390 00		
C. E. Swait.....	do.....	390 00		
W. R. Woodcock.....	do.....	390 00		
T. Haycock.....	do.....	390 00		
G. Booth.....	do.....	390 00		
C. Thompson.....	do.....	390 83		
to 15th January, 1886 (resigned)				
(to 22nd April, 1886; dismissed)				

[illegible]



## REPORT No. 3, A.—Detail of all payments for Salaries, &amp;c., in Ontario, made within the Year ended 30th June, 1886.

Name.	Service.	Salary.	Total of Classes.	Grand Total.
		\$ cts	\$ cts	\$ cts.
BRANCH OFFICES—TORONTO.				
W. O. Price	Postmaster—Toronto, East.	240 00	960 00	87,913 00
F. Johnston	do do West	360 00		
A. Jeffrey	do do North	360 00		
Total, Toronto Post Office and Branches.				
WINDSOR POST OFFICE.				
A. Wigle	Postmaster	1,400 00	2,500 00	
F. X. Meloche	Assistant Postmaster	1,100 00		
W. A. Conway	2nd Class Clerk	900 00	900 00	
A. C. Langlois	3rd do	730 00		
E. O'Connor	do do	730 00	5,630 00	
A. M. Cousins	do do	540 00		
E. R. Wagner	do do	550 00		
M. Wagner	do do	550 00		
M. W. Nesbitt	do do	520 00		
A. Ruthven	do do	520 00		
P. Egan	do do	530 00		
P. J. McHugh	do do	480 00		
C. Benglet	do do	480 00		
W. Rochford	Temporary Clerk	400 00		
P. Belleperche	do do	400 00		
J. F. Askin	do do	223 65		
J. Barnett	do do	218 27		
N. C. McCarthy	do do	33 34	1,275 26	
R. Mitchell	Porter	390 00		

J. Jeffers.....	Messenger .....	Total, Windsor Post Office.....	390 00	780 00	11,085 26
OCEAN MAIL SERVICE.					
W. F. Bowes .....	1st Class Clerk .....		1,000 00		
S. T. Green .....	do .....		1,600 00		
J. Ferguson .....	do .....		1,000 00		
J. O'Hara .....	do .....		1,000 00		
C. H. E. Tlstone .....	do .....	to 31st March, 1886 (deceased) .....	600 00		
F. H. Mickleburgh .....	do .....	from 1st May, 1886 (transferred from Kingston Inspector's Office) .....	800 00		
F. P. Bent .....	do .....		800 00		
J. O. Strange .....	do .....		100 00	6,300 00	6,300 00
Total, Ocean Mail Service .....					
Balances of salaries remitted by cheque to Postmasters other than above; being the excess of their salaries over the amount of revenue collected by them (see total of following statement) .....					37,188 60
Less—Proportion of salaries transferred to Quebec— Of Ottawa Inspector, Staff and Railway Mail Clerk .....				3,191 39	
Of Ocean Mail Clerks.....				1,734 89	
Total.....					447,788 13
					4,926 28
					\$442,861 85

A. CAMPBELL,  
Postmaster-General.

H. A. WICKSTEED,  
Accountant.

## A, IN REPORT No. 3, A.

DETAIL of Salaries ; Allowances for Forward Duty ; Allowances in aid of Rent, Fuel and Light ; and of Revenue collected at the several Post Offices in Ontario, within the Year ended 30th June, 1886.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
103 66	Aberarder .....	36 00		
63 88	Aberdeen .....	23 00		
77 38	Aberdour .....	28 00		
41 38	Aberfeldy .....	20 00		
143 98	Aberfoyle .....	59 00		
65 76	Abingdon .....	26 00		
42 04	Aboyne .....	16 00		
1,802 95	Acton .....	540 00		60 00
30 82	Adare .....	16 00		
93 07	Addison .....	40 00		
130 16	Adelaide .....	56 00		
73 30	Admaston .....	36 00		
168 02	Adolphustown .....	60 00	16 00	
491 52	Agincourt .....	60 00		
13 30	Ahmie Harbor .....	12 00		
17 00	Ahmie Lake .....	12 00		
1,144 55	Ailsa Craig .....	458 00		40 00
18 00	Airlie .....	16 00		
32 66	Air Line Junction .....	16 00		
17 45	Albert .....	12 00		
67 63	Alberton .....	26 00		
1,013 72	Albion .....	360 00	36 00	40 00
19 80	Albuna .....	10 00		
15 79	Albury .....	12 00		
59 25	Aldboro' .....	34 00		
104 75	Aldershot .....	34 50		
1,727 48	Alexandria .....	450 00	100 00	60 00
492 98	Alfred .....	135 00		
*42 08	Algoma Mills (*3 Quarters ; †7 Mos.; discontinued)	*193 34		†23 33
95 51	Algonquin .....	30 00		
162 92	Allanburg .....	80 00		
595 44	Allaudale .....	240 00	10 00	
160 53	Allan Park (*including arrears) .....	70 00	*21 00	
63 76	Allan's Mills .....	32 00		
430 94½	Allenford .....	150 00	12 00	
120 08	Allensville .....	40 00		
83 43	Allenwood .....	34 50		
48 01	Allisonville .....	30 00		
2,434 14	Alliston .....	720 00	8 00	120 00
22 04	Allua .....	14 00		
2 86	Allsaw (from 1st Nov., 1885) .....	4 17		
321 19	Alma .....	120 00		
136 31½	Almira .....	70 00		
4,278 93	Almonte (*including arrears) .....	1,100 00	60 00	*163 34
150 13	Alport .....	47 50		
19 69	Alsace .....	11 00		
102 56	Alsfield .....	29 50		
15 67	Althorpe .....	11 50		
556 75	Alton .....	200 00		
116 79	Altona .....	42 00		
20 43	Alvanley .....	10 00		
1,341 50	Alvinston .....	500 00		60 00
39 85	Amaranth Station .....	16 00		



# A, IN REPORT No. 3, A.—Detail of Revenue, Salaries and Allowances in Ontario, within the Year ended 30th June, 1885.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
240 49½	Amberley (*1 Quarter).....	90 00	*3 00	.....
4 00	Ambleside (1 Quarter; closed 31st Jan., 1885).....	1 33	.....	.....
225 28	Ameliasburg.....	100 00	.....	.....
2,008 25	Amherstburg (*8 Months; discontinued) .....	640 00	80 00	*66 66
18 41½	Amiens.....	12 00	.....	.....
195 93	Amigari.....	80 00	.....	.....
90 06	Amulree.....	36 00	.....	.....
665 39	Ancaster.....	280 00	.....	.....
79 31	Anderson.....	30 00	.....	.....
695 91	Angus.....	240 00	.....	.....
184 27	Annan.....	115 00	.....	.....
15 67	Ansonia.....	12 00	.....	.....
97 56	Anten Mills.....	30 00	.....	.....
13 95	Antioch.....	11 50	.....	.....
72 17	Antrim.....	32 00	.....	.....
370 72	Appin.....	150 00	12 00	.....
141 56	Appleby (10 Quarters).....	70 00	.....	.....
23 46	Appledore.....	21 50	.....	.....
52 99	Apple Hill.....	18 00	.....	.....
202 73	Appleton.....	83 00	.....	.....
266 00	Apsey.....	115 00	20 00	.....
51 54	Apto.....	22 00	.....	.....
28 57	Archer.....	12 00	.....	.....
157 95	Archville.....	23 00	.....	.....
14 25	Ardagh (from 1st May, 1885).....	9 17	.....	.....
233 47½	Arden.....	100 00	.....	.....
73 87	Ardoch.....	27 00	.....	.....
29 29	Ardrea.....	18 00	.....	.....
88 38	Argyle.....	36 00	.....	.....
66 91	Arkell.....	27 50	.....	.....
1,008 31	Arkona.....	351 00	.....	40 00
177 59	Arkwright.....	87 50	.....	.....
25 78	Arlington.....	23 00	.....	.....
60 51	Armadale.....	20 00	.....	.....
117 85	Armow.....	50 00	.....	.....
28 55	Armstrong's Mills.....	12 00	.....	.....
22 37	Arner.....	11 50	.....	.....
99 84	Arnott.....	40 00	.....	.....
3,259 01	Arnprior.....	880 00	110 00	120 00
1,626 91	Arthur.....	520 00	.....	80 00
240 94	Arva.....	91 50	28 00	.....
61 37	Ash.....	20 00	.....	.....
177 67	Ashburn.....	80 00	.....	.....
27 00	Ashdad.....	10 00	.....	.....
139 99	Ashdown.....	77 50	4 00	.....
62 75	Ashgrove.....	34 00	.....	.....
44 69	Ashley.....	20 00	.....	.....
215 83	Ashton.....	90 00	16 00	.....
285 00	Askin.....	100 00	.....	.....
118 00	Aspdin.....	34 00	.....	.....
15 06	Atha.....	21 50	.....	.....
109 03	Atherley.....	50 00	12 00	.....
21 27	Atherton.....	12 00	.....	.....
91 60	Athlone.....	40 00	.....	.....
179 06	Athol.....	60 00	8 00	.....
143 06	Attercliffe.....	48 00	.....	.....
105 85	Attercliffe Station.....	40 00	8 00	.....

# A, IN REPORT No. 3, A—Detail of Revenue, Salaries and Allowances in Ontario, within the Year ended 30th June, 1886.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
490 36	Atwood .....	175 00	16 00	
344 59	Auburn .....	100 00		
52 50	Audley .....	20 00		
51 85	Aughrim .....	36 00		
641 49	Aultsville .....	240 00		
2,102 54	Aurora .....	620 00	36 00	80 00
264 45	Avening .....	147 50		
101 01	Avon .....	42 00		
43 19	Avonbank (* including arrears).....	*18 50		
201 15	Avonmore .....	72 00		
13 88	Avonroy .....	12 00		
135 78	Avonton .....	40 00		
28 62	Axe Lake .....	12 00		
3,161 52	Aylmer, West (* broken period) .....	*805 00	*38 33	*135 00
2,124 44	Ayr .....	600 00		80 00
800 09	Ayton .....	280 00		
11 30	Baby's Point .....	12 00		
26 18	Baddow .....	16 00		
522 13	Baden .....	160 00	40 00	
120 17	Badjeros .....	40 00		
53 18	Bagot (*3 Quarters; discontinued).....	39 00	*9 00	
274 47	Bailieboro' .....	84 00		
75 01	Bainsville .....	24 00		
79 65	Bala (*from 1st Oct., 1885).....	32 00	*3 00	
119 00	Balderson .....	47 00		
17 01	Baldoon (2 Months to 28th Feb., 1885, when closed; re-opened 1st Feb., 1886) .....	4 34		
82 32	Baldwin .....	24 00		
24 28	Balfour .....	12 00		
104 00	Ballantrae .....	39 00		
26 13	Ballantyne's Station .....	12 00		
181 64	Ballinad .....	60 00		
15 96	Ballinville .....	17 50		
118 34	Ballyeroy .....	40 00		
82 00	Balladuff (*1 Quarter; discontinued).....	47 50	*2 00	
23 43	Ballymote .....	16 00		
70 36	Balmoral .....	30 00		
76 80	Balsam .....	34 50		
24 62	Balsam Lake .....	12 00		
226 81	Baltimore .....	100 00		
38 79	Bamberg .....	18 00		
13 00	Banbury .....	10 00		
176 19	Bancroft .....	87 00	6 00	
81 30	Banda .....	57 50		
11 06	Bandon .....	10 00		
29 29	Banks .....	18 00		
91 87	Bannockburn .....	39 00		
10 00	Barb (closed; arrears of salary) .....	0 69		
22 47	Bardolph .....	10 00		
132 95	Bardville .....	12 00		
19 56	Bark Lake .....	40 00		
25 00	Barkway .....	12 00		
41 44	Barnett .....	16 00		
8,220 16	Barrett .....	20 00		
89 91	Barrie .....	2,100 00	160 00	320 00
	Barriefield .....	39 00		



# A, IN REPORT No. 3, A—Detail of Revenue, Salaries and Allowances in Ontario, within the Year ended 30th June, 1886.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts	\$ cts.	\$ cts.
14 17	Barrie Island .....	16 00		
12 98	Bar River .....	10 00		
56 73	Barry's Bay .....	36 00		
52 13	Bartonville .....	30 00		
55 28	Basin Depot .....	19 50		
31 76½	Basinstoke .....	16 00		
584 63	Bath .....	220 00	50 00	
69 57	Batteau .....	40 00		
104 08	Battersea .....	42 00		
30 08	Battle's Corners .....	14 50		
407 27	Bayfield .....	220 00		
84 03	Bayham .....	50 00		
36 85	Bayside .....	20 00		
310 12	Baysville .....	100 00		
65 32	Bayview .....	24 00	12 00	
460 64	Beachburg .....	160 00	16 00	
317 18	Beachville .....	160 50		
50 13	Beaconsfield .....	20 00		
1,106 97	Beamsville .....	360 00	48 00	40 00
215 49	Bear Brook (*including arrears) .....	78 00	*29 00	
58 82	Beatrice .....	18 00	10 00	
106 47	Beaumaris .....	23 00		
1,564 50	Beaverton .....	460 00		60 00
41 15	Becher .....	15 00		
13 89	Beckstead .....	11 50		
116 55	Bedford Mills .....	50 00		
40 00	Beech Lane .....	16 00		
53 21	Beechwood .....	27 50		
959 45	Beeton .....	400 00		40 00
32 00	Beggsboro' (*2 Quarters; discontinued) .....	20 00	*3 00	
141 00	Belfast .....	60 00	30 00	
50 34	Belford (3 Quarters) .....	40 00		
108 35	Belfountain .....	60 00		
433 08	Belgrave .....	180 00	12 00	
191 88	Belhaven .....	72 00		
384 28	Belle River .....	155 00		
14,593 31	Belleville (salaries and expenses entered elsewhere) .....			
114 93	Belleville Station (from 1st Oct., 1885) .....	13 00		
9 22	Bellevue (3 Quarters) .....	7 50		
165 52	Bell Ewart .....	57 50		
46 32	Bellrock .....	19 00		
153 87	Bell's Corners .....	56 00		
531 37	Belmont .....	157 50		
238 74	Belmore .....	96 00		
67 48	Belton .....	24 00		
536 19	Belwood .....	176 00	16 00	
28 17	Bendale .....	12 00		
99 01	Benmiller .....	34 50		
55 12	Bennie's Corners .....	20 00		
49 67	Bennington .....	20 00		
48 31	Bensfort .....	24 00		
115 25	Berkeley .....	46 00	6 00	
5,850 41	Berlin (*7 Months; discontinued) .....	1,600 00	400 00	*140 00
82 21	Berriedale .....	36 00		
25 70	Berryton .....	12 00		
399 04	Bervie .....	150 00		
171 84	Berwick .....	60 00		



# A, IN REPORT No. 3, A.—Detail of Revenue, Salaries and Allowances in Ontario, within the Year ended 30th June, 1886.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
596 88	Bethany (* 7 Months; discontinued).....	260 00	*14 00	
77 26	Bethesda.....	28 00		
53 95	Beveridge's Bay.....	20 50		
103 96	Bewdley.....	24 00		
31 60	Bexley.....	18 00		
34 09	Big Lake.....	12 00		
23 72	Big Point.....	11 50		
75 56	Big Springs.....	14 50		
181 61	Billing's Bridge.....	64 00		
260 13	Binbrook.....	77 50		
36 46	Bingham Road.....	15 00		
16 17	Binkham.....	16 00		
49 20	Birdsalls.....	16 00		
53 85	Bird's Creek.....	10 00		
50 75	Birmingham.....	16 00		
65 17	Birnam.....	20 00		
107 93	Birr.....	50 00	14 00	
1,473 46	Biscotasing.....	516 66		
184 55	Bishop's Mills.....	60 00		
18 79	Bismarck.....	16 00		
120 00	Bissett's Creek.....	59 00		
306 80	Black Bank.....	50 00		
10 10	Blackburn.....	10 00		
99 38	Black Creek.....	40 00		
45 87	Black Heath.....	16 00		
34 66	Black River Bridge.....	18 00		
15 15	Black's Corners.....	10 00		
307 58	Blair.....	110 00		
10 98	Blairhampton.....	11 50		
109 75	Blairton.....	50 00		
177 60	Blake.....	56 00		
109 35	Blakeney.....	32 00		
46 88	Blandford Station.....	20 00		
72 57	Blantyre.....	28 00		
1,594 52	Blenheim.....	660 00	160 00	100 00
105 19	Blind River.....	40 00		
412 71	Bloomfield.....	150 00		
181 30	Bloomington.....	63 00		
71 16	Bloomington.....	36 00		
80 69	Bloomsburg.....	30 00		
447 50	Bluevale.....	160 00		
1,313 14	Blythe.....	460 00	36 00	60 00
61 40	Blytheswood.....	36 00		
1,280 56	Bobcaygeon.....	440 00	48 00	60 00
53 41	Bogart.....	20 00		
147 38	Bognor.....	50 00		
10 01	Bolingbroke.....	10 00		
132 00	Bolsover.....	50 00		
36 57	Bomanton.....	20 00		
434 47	Bondhead.....	160 00		
141 28	Bongard's Corners.....	48 00		
12 83	Bonnechère.....	11 50		
82 86	Bookton.....	36 00		
148 50	Bornholm.....	70 00		
31 49	Bornish.....	20 00		
19 70	Borromée (from 1st May, 1885).....	9 16		
27 34	Boskung.....	12 00		

# A, IN REPORT NO. 3, A.—Detail of Revenue, Salaries and Allowances in Ontario, within the Year ended 30th June, 1886.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts	\$ cts	\$ cts.
107 55	Boston .....	46 00		
79 12	Boston Mills .....	30 00		
53 01	Bosworth .....	24 00		
35 00	Botany .....	12 00		
1,717 39	Bothwell .....	600 00	60 00	80 00
94 50	Bouck's Hill .....	23 00	6 00	
61 27	Boulter .....	28 50	8 00	
8 56	Bourdeau .....	11 50		
72 96	Bowesville .....	26 00		
37 53	Bowling Green .....	16 00		
4,794 01	Bowmanville (*including arrears) .....	1,300 00	160 00	*313 34
63 13½	Box Grove .....	28 00		
72 42	Boyne .....	28 00		
2,600 63	Bracebridge .....	900 00	150 00	160 00
31 02	Brackenrig .....	12 00		
65 82	Bracondale .....	17 50		
1,744 22	Bradford .....	540 00		80 00
9 75	Bradley .....	10 00		
35 44	Bradshaw .....	16 00		
11 18	Bras Lake .....	10 00		
82 10	Braemar .....	32 00		
171 71	Braeside .....	59 50		
61 83	Bramley .....	30 00		
5,122 62	Brampton .....	1,300 00	20 00	200 00
193 42	Branchton .....	80 00		
52 86	Brandy Creek .....	22 00		
21,118 66	Brantford .....	4,000 00	400 00	
16 93	Bray's Crossing .....	10 00		
18 16	Breadalbane .....	16 00		
404 39	Brechin .....	150 00		
103 03	Brentwood .....	47 50		
222 12	Breslau .....	80 00	20 00	
66 07	Brewer's Mills .....	30 00	6 00	
26 50	Brewster .....	18 00		
64 33	Brickley .....	20 00		
80 56	Bridge End .....	34 50		
89 15	Bridgenorth .....	31 50		
320 11	Bridgeport .....	80 00		
298 82	Brigewater .....	132 00	24 00	
1,026 55	Brigden .....	390 00	4 00	40 00
533 86	Bright .....	200 00	80 00	
2,077 45	Brighton .....	600 00	150 00	80 00
17 55	Brightside .....	11 50		
93 57	Brinsley .....	40 00		
172 50	Brinston's Corners .....	57 50		
41 59	Brisbane .....	24 00	4 00	
55 85	Britannia .....	28 50		
103 00	Briton .....	36 00		
39 53	Broadbent .....	20 00		
216 18	Brockton .....	57 50		
11,624 94	Brockville (*8 Months; discontinued) .....	3,000 00	480 00	*240 00
55 94	Brodhagen .....	20 00		
38 90	Brodie .....	17 50		
42 03	Bronson .....	16 00		
144 92	Bronte .....	94 00		
6 19	Brooke .....	10 00		
83 06	Brookfield Station .....	34 50		



# A, IN REPORT No. 3, A.—Detail of Revenue, Salaries and Allowances in Ontario, within the Year ended 30th June, 1886.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
71 28	Brookholm (*from 1st August, 1885).....	29 50	*2 67	
709 85	Brooklin .....	260 00		
138 85	Brooksdale .....	50 00		
6 10	Brotherston .....	10 00		
337 70	Brougham .....	100 00	8 00	
34 87	Brouseville .....	15 00		
17 03	Brown Hill (from 1st Nov., 1885).....	4 17		
324 35	Brownsville .....	127 50		
309 52	Brucefield .....	140 00	12 00	
295 98	Bruce Mines .....	200 00	20 00	
208 25	Brudenell .....	80 00		
47 14	Brunner .....	16 00		
9 49	Brunswick .....	10 00		
2,792 68	Brussels .....	800 00	24 00	120 00
87 71	Bryanston .....	34 50		
19 00	Bulger .....	12 00		
132 77	Bullock's Corners .....	44 00		
51 35	Bunessan .....	24 00		
26 46	Bunyan .....	23 50		
473 22	Burford .....	200 00	24 00	
204 41	Burgessville .....	115 00	20 00	
155 39	Burgoyne .....	60 00		
763 49	Burk's Falls .....	92 59	40 00	
	Burk's Headquarters (accounts not received).....			
74 29	Burkton Station .....	10 00		
20 35	Burleigh .....	12 00		
143 06	Burleigh Falls .....	15 00		
935 08	Burlington .....	360 00	12 00	40 00
259 94	Burlington Beach .....	25 00		
26 89	Burnaby (from 1st May, 1885).....	9 17		
58 46	Burnbrae (*from 1st July, 1885).....	24 00	*4 50	
132 10	Burnhamthorpe .....	43 00		
47 39	Burnley .....	19 00		
72 53	Burns .....	24 00		
120 24	Burnstown .....	48 00		
63 06	Burnt River .....	24 00		
341 29	Burritt's Rapids .....	120 00		
21 18	Burtch .....	10 00		
38 52	Burton .....	16 00		
21 39	Bury's Green .....	10 00		
45 83	Bushfield .....	16 00		
16 43	Bush Glen .....	10 00		
104 93	Buttonville .....	40 00		
160 45	Buxton .....	60 00		
105 59	Byng .....	28 00		
127 83	Byng Inlet .....	100 00		
104 91	Byng Inlet, North .....	10 00		
6 78	Byrnedale .....	10 00		
89 91	Byron .....	40 00		
90 48	Cadmus .....	36 00		
68 69	Cesarea .....	23 00		
223 16	Cainsville .....	64 00		
149 97	Caintown .....	27 50		
64 46	Cairngorm .....	23 00		
21 84	Caistor Centre .....	10 00		
124 94	Caistorville .....	50 00		



**A, IN REPORT No. 3, A.—Detail of Revenue, Salaries and Allowances in Ontario, within the Year ended 30th June, 1886.**

**N.B.**—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts	\$ cts.	\$ cts.
186 11	Calabogie .....	37 50		
32 82	Calder .....	12 00		
61 20	Calderwood (from 1st July, 1885) .....	7 50		
51 74	Caldwell .....	20 00		
175 49	Caldwell's Mills .....	34 00		
307 66	Caledon .....	120 00		
437 39	Caledon, East. ....	150 00	16 00	
1,327 80	Caledonia .....	440 00	50 00	60 00
241 42	Caledonia Springs .....	120 00		
388 50	Callander .....	54 00		
72 60	Calton .....	20 00		
54 11	Camborne .....	24 00		
364 22	Cambray .....	175 00		
336 37	Camden East. ....	120 00	40 00	
80 28	Cameron .....	40 00		
169 41	Camerontown .....	57 50	12 00	
131 51	Camilla .....	50 00	6 00	
483 04	Camlachie .....	160 00		
61 00	Campbellcroft .....	10 00		
2,925 79	Campbellford .....	750 00		120 00
168 25	Campbell's Cross .....	57 50		
47 18	Campbellton (3 Quarters) .....	22 50		
179 86	Campbellville .....	77 50		
261 36	Campden .....	90 00	8 00	
36 37	Canaan .....	15 00		
	Canard River .....	11 50		
159 65	Canboro' .....	59 00		
51 24	Candaville .....	27 00		
250 80	Cansfield .....	112 00	16 00	
104 03	Cannamore .....	27 00		
140 17	Cannifton .....	60 00		
130 01	Canning .....	60 00		
1,532 46	Cannington .....	480 00	48 00	60 00
93 16	Canton .....	43 00		
14 57	Cape Chin .....	10 00		
68 79	Cape Croker .....	20 00		
31 65	Cape Rich .....	18 00		
	Carden (closed 31st March, 1885) .....	2 16		
944 11	Cardinal (*from 1st July, 1885) .....	310 00	12 00	*30 00
69 33	Cardwell .....	37 50		
263 04	Carhill .....	88 50		
59 47	Carholme .....	27 00		
3,687 00	Carleton Place .....	820 00		120 00
20 12	Carling .....	11 50		
113 66	Carlingford .....	26 00		
187 00	Carlisle .....	74 00		
114 45	Carlow .....	50 00		
108 19	Carlsruhe .....	50 00		
82 19	Carlton, West .....	40 00		
110 63	Carluka .....	40 00		
27 22	Carmannock .....	14 00		
13 67	Carnarvon .....	12 00		
326 37	Carp .....	110 00	16 00	
60 01	Carville .....	31 50		
16 03	Carsonby .....	10 00		
27 28	Carswell .....	12 00		
16 84	Carterton .....	11 50		

# A, IN REPORT No. 3, A.—Detail of Revenue, Salaries and Allowances in Ontario, within the Year ended 30th June, 1886.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
104 90	Carthage.....	40 00	6 00	
148 61	Cartier.....	59 30		
409 56	Cartwright.....	160 00		
56 41	Cashel.....	24 00		
43 51	Cashion's Glen.....	20 00		
84 09	Cashmere.....	32 00		
52 28	Cashtown.....	30 00		
95 53	Cass Bridge.....	28 00		
60 79	Cassburn.....	24 00		
59 47	Cassel.....	28 00		
377 45	Casselman.....	77 50		
12 12	Castile.....	10 00		
40 50	Castlederg.....	28 00		
54 08	Castleford.....	20 00		
43 38	Castlemore.....	20 00		
367 20	Castleton.....	160 00		
195 49	Cataract.....	57 50		
226 43	Cataraqui.....	90 00		
127 73	Cathcart.....	50 00		
131 65	Cavan.....	63 50		
1,043 35	Cayuga.....	400 00	50 00	40 00
14 25	Cecabe.....	11 50		
499 38	Cedar Dale.....	200 00		
123 86	Cedar Grove.....	44 00		
30 92	Cedar Hill.....	16 00		
14 25	Cedar Mills.....	11 50		
287 44	Cedar Springs.....	97 50		
115 33	Cedarville.....	48 50		
276 80	Centralia.....	113 50	16 00	
18 60	Centre Augusta.....	12 00		
48 90	Centreton.....	24 00		
260 99	Centreville.....	115 00	20 00	
28 09	Chaffey's Locks.....	12 00		
180 66	Chalk River.....	60 00		
37 06	Chambers.....	16 00		
20 87	Chandos.....	12 00		
53 24	Chantry.....	20 00		
63 56	Chapman.....	24 00	8 00	
46 08	Chard.....	20 00		
272 56	Charing Cross.....	140 00	120 00	
35 28	Charlecote.....	11 50		
27 20	Charleston.....	11 50		
11 55	Charleville.....	12 00		
58 81	Charlinch.....	50 00	4 00	
12,560 10	Chatham.....	2,900 00	240 00	
677 00	Chatsworth (*including arrears).....	240 00	*89 33	
15 31	Chatterton (from 1st Oct., 1885).....	5 00		
286 39	Cheapside.....	130 00		
63 70	Cheddar.....	32 00		
263 81	Cheltenham.....	87 50		
166 50	Chepstowe.....	63 50		
57 50	Cherry Grove.....	16 00		
162 66	Cherry Valley.....	60 00		
80 07	Cherrywood.....	32 00		
1,692 88	Chesley.....	520 00		80 00
217 52	Chesterfield.....	65 00		
870 49	Chesterville (*from 1st July, 1885).....	315 00	4 00	*30 00



# A, IN REPORT No. 3, A—Detail of Revenue, Salaries and Allowances in Ontario, within the Year ended 30th June, 1886.

N.B.—Postmasters' salaries are computed, not upon the sales of stamps, but on a commission on percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
14 09	Chetwynd.....	10 00		
161 30	Chevalier.....	70 00		
11 55	Cheviot.....	16 00		
712 94	Chippawa.....	300 00		40 00
133 38	Chippawa Hill.....	50 00		
58 74	Chiselhurst.....	22 00		
38 91	Chisholm.....	16 00		
16 06	Christie's Corners.....	10 00		
38 56	Christina.....	16 00		
175 00	Churchill.....	56 00		
100 11	Churchville.....	30 00		
143 46	Chute à Bloudeau.....	50 00		
115 27	Clachan.....	36 00		
85 83	Clanbrassil.....	28 00		
218 70	Clandeboyne.....	96 00	16 00	
24 27	Clanricarde.....	10 00		
333 17	Claremont.....	200 00		
291 20	Clarence.....	104 00	24 00	
369 49	Clarence Creek (*including arrears).....	*125 00		
56 38	Clarendon Station.....	22 00	30 00	
12 32	Clareview.....	11 50		
327 00	Clarke.....	140 00		
665 14	Clarksburg.....	250 00	48 00	
78 50	Clarkson.....	28 00		
173 38	Claude.....	80 00		
116 02	Clavering.....	39 00		
152 50	Clayton.....	70 00		
272 22	Clear Creek.....	100 00	6 00	
153 65	Clearville.....	80 00		
35 40	Cleavelands.....	20 00		
995 06	Clifford.....	400 00	90 00	60 00
4,258 45	Clinton.....	1,100 00	80 00	160 00
10 00	Clontarf.....	10 00		
59 32	Clover Hill (3 Quarters).....	30 00		
174 71	Cloyne.....	57 50	12 00	
119 67	Clyde (5 Quarters).....	55 00		
29 57	Clydesdale.....	16 00		
120 98	Cobble Hill.....	16 00		
661 14	Cobden.....	240 00		
295 50	Coboconk.....	120 00	24 00	
6,849 90½	Cobourg (*2 Quarters; discontinued).....	1,880 00	240 00	*140 00
88 00	Cockburn Island.....	100 00		
204 50	Codrington.....	70 00		
318 22	Coe Hill Mines.....	127 13		
83 69	Colbeck.....	24 00		
1,737 44	Colborne.....	600 00	240 00	80 00
106 21	Colchester.....	46 00		
108 88	Cold Springs.....	54 00		
115 97	Coldstream.....	43 50		
645 50	Coldwater.....	195 00		
127 83	Colebrook.....	50 00	20 00	
34 09	Cole Lake.....	11 50		
101 43	Coleman.....	11 50		
28 95	Coleso.....	16 00		
62 39	Coleraine.....	20 00		
19 25	Cole's Corners.....	18 00		
65 02	Colgan.....	28 00		



# A, IN REPORT No. 3, A.—Detail of Revenue, Salaries and Allowances in Ontario, within the Year ended 30th June, 1886.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
45 20	Colinville .....	26 00		
5,304 91	Collingwood .....	1,360 00	240 00	240 00
149 04	Collin's Bay .....	54 50		
74 50	Collin's Inlet .....	26 00		
103 27	Colpoys's Bay .....	60 00	30 00	
23 50	Colquhoun .....	11 50		
333 37	Columbus .....	120 00		
33 86	Colwell .....	16 00		
879 61	Comber .....	315 00	32 00	40 00
238 65	Combermere .....	77 00	6 00	
69 00	Comet .....	30 00		
111 17	Commanda .....	57 50	4 00	
20 71	Conboyville .....	16 00		
85 26	Concord .....	40 00		
219 96	Conestogo .....	76 00		
22 53	Coningsby .....	12 00		
73 19	Conn .....	28 00		
24 30	Connaught .....	14 00		
60 56	Connor .....	28 00		
11 24	Conroy .....	17 50		
49 60	Conroy's Farm .....	14 50		
455 46	Consecon .....	170 00	12 00	
197 22	Constance .....	63 00		
69 66	Conway .....	30 00		
859 69	Cookstown .....	360 00	12 00	40 00
277 24	Cooksville .....	114 00		
33 79	Cooper .....	16 00		
68 29	Cooper's Falls .....	27 50	4 00	
58 20	Copenhagen .....	28 00		
217 47	Copetown .....	70 00		
158 87	Copleston .....	76 00		
50 77	Corbett .....	24 00		
104 21	Corbetton .....	30 00		
116 23	Corbyville .....	50 00		
252 09	Corinth .....	80 00		
119 10	Cornell .....	60 00		
7,058 13	Cornwall (*1 Month; discontinued) .....	1,660 00	100 00	*20 00
35 29	Cornwall Centre .....	16 00		
109 59	Corson's Siding .....	25 00	10 00	
201 69	Corunna .....	80 00		
23 81	Corwin .....	12 00		
45 53	Cotswold .....	20 00		
295 91	Cottam .....	120 00	7 50	
4 87	Cottesloe (from 1st Jan., 1886) .....	2 50		
45 00	Coulson .....	18 00		
51 49	Courtice .....	30 00		
485 14	Courtland .....	120 00		
490 82	Courtright .....	215 00	12 00	
69 61	Covenry .....	30 00		
19 97	Coverley .....	10 00		
64 05	Cowal .....	30 00		
136 22	Craighurst .....	57 50		
27 90	Craigie Lea .....	11 50		
55 00	Craigleith .....	30 00		
9 71	Craigsholm (closed 25th April, 1885, re-opened 1st Nov., 1885) .....			
200 35	Craigvale .....	9 16		
		96 00		

# A, IN REPORT No. 3, A.—Detail of Revenue, Salaries and Allowances in Ontario, within the Year ended 30th June, 1886.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
31 86	Crampton .....	16 00		
297 02	Cranbrook .....	120 00		
40 29	Cranston .....	16 00		
12 32	Cranworth .....	10 00		
69 21	Crawford .....	24 00		
213 13	Credit .....	80 00		
114 52	Credit Forks .....	51 00		
499 05	Crediton .....	175 00		
105 09	Creek Bank .....	19 00		
854 00	Creemore .....	300 00		
35 00	Creighton .....	16 00		
73 49	Cressy .....	20 00		
173 00	Creswell .....	60 00		
59 19	Crieff .....	24 00		
79 82	Crinan .....	32 00		
33 77	Crofton .....	24 00		
248 14	Cromarty .....	100 00		
426 08	Crosshill (9 Quarters) .....	118 50		
68 00	Crossland .....	23 00		
60 20	Croton .....	24 00		
27 28	Crow Bay .....	10 00		
62 97	Crowland .....	24 00		
81 85	Crown Hill .....	28 00		
53 92	Croydon .....	24 00		
39 30	Cruckshank .....	15 00		
73 72	Crumlin .....	28 00		
336 43	Crysler .....	120 00		
171 80	Culloden .....	80 00		
166 47	Cultus .....	27 50		
418 54	Cumberland .....	140 00		
89 37	Cummings' Bridge .....	40 00		
116 02	Cumminsville .....	55 00		
81 93	Cumnock .....	42 00		
163 78	Curran .....	87 50		
78 45	Currie's Crossing .....	32 00		
39 56	Curry Hill .....	20 00		
10 50	Cushendall (from 1st Jan., 1886) .....	2 50		
145 26	Cypress .....	37 00		
272 76	Dacre (7 Quarters) .....	105 00		
23 38	Dale .....	14 00		
103 27	Dalhousie Mills .....	48 00		
119 24	Dalkeith .....	40 00		
32 22	Dalmeny .....	12 00		
50 05	Dalrymple .....	12 00		
118 46	Dalston .....	60 00		
56 61	Damascus .....	20 00		
19 10	Danforth .....	12 00		
65 65	Dante .....	24 00		
3 30	D'Arcy (re-opened 1st Oct., 1885) .....	5 00		
140 24	Darling Road .....	37 00		
25 10	Darrell .....	14 00		
140 95	Dartford .....	60 00		
14 55	Dartmoor .....	10 00		
281 69	Dashwood .....	80 00		
100 60	Davenport .....	42 00	10 40	
105 53	Davisville .....	50 40		



# A, IN REPORT No. 3, A—Detail of Revenue, Salaries and Allowances in Ontario, within the Year ended 30th June, 1886.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts	\$ cts.	\$ cts.
129 72	Dawn Mills.....	50 00		
24 50	Dawson.....	10 00		
57 11	Day Mills.....	24 00		
13 60	Deacon.....	10 00		
52 19	Dealtown.....	26 00		
121 87	Deans.....	75 00		
173 37	DeCewsville.....	60 00		
22 82	Deebank.....	18 00		
113 84	Deemerton.....	40 00		
45 63	Deerhurst.....	20 00		
74 45	Deer Lake.....	30 00		
137 20	Deer Park.....	65 00		
447 52	Delaware.....	160 00		
831 40	Delhi.....	275 00	32 00	
97 10	Delmer.....	40 00		
162 17	Deloro.....	80 00		
596 79	Delta.....	180 00		
263 02	Demorestville.....	110 00		
91 09	Denbigh.....	31 00		
171 36	Denfield.....	80 00	36 00	
93 63	Denville.....	30 00		
71 14	Dereham Centre.....	24 00		
10 00	Derryane.....	10 00		
50 50	Derryville.....	22 00		
37 16	Derry, West.....	16 00		
44 09	Derwent.....	20 00		
137 61	Desboro'.....	40 00		
3,386 08	Deseronto.....	840 00		120 00
37 39	Desert.....	12 00		
17 18	Desert Lake.....	10 00		
14 25	Desmond.....	16 00		
485 46	Deux Rivières.....	140 00		
62 59	Devizes.....	30 00		
45 10	Dexter.....	24 00		
49 61	Diamond.....	17 50		
58 85	Dickinson.....	20 00		
385 11	Dickinson's Landing.....	111 50		
19 00	Dirleton.....	10 00		
73 35	Dixie.....	30 00		
65 46	Dixon's Corners.....	23 00		
56 44	Dixon.....	20 00		
142 37	Dobbinton.....	37 50		
81 76	Doe Lake.....	28 00		
24 58	Dollar.....	12 00		
26 39	Dolson.....	10 00		
201 28	Dominionville.....	78 00		
85 59	Domville.....	28 00		
41 89	Don.....	20 00		
96 88	Doncaster.....	36 00		
92 27	Donegal.....	28 00		
417 29	Doon.....	180 00		
430 65	Dorchester Station.....	160 00	80 00	
51 43	Dorking.....	30 00		
48 13	Dorland.....	20 00		
77 50	Dornoch.....	29 50		
83 88	Dorset.....	46 00		
347 15	Douglas.....	120 00		



# A, IN REPORT No. 3, A.—Detail of Revenue, Salaries and Allowances in Ontario, within the Year ended 30th June, 1886.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
20 74	Dovercourt (from 1st Nov., 1885) .....	5 00		
79 38	Dover South .....	36 00		
82 47	Downeyville .....	30 00		
56 54	Downsview .....	29 50		
0 67	Doyle's (from 1st March, 1886) .....	0 83		
6 85	Dracon .....	12 00		
1,456 64	Drayton .....	420 00	16 00	40 00
2,209 53	Dresden .....	620 00		100 00
27 46	Drew .....	12 00		
178 34	Dromore .....	60 00		
7 90	Drum .....	10 00		
640 36	Drumbo .....	240 00	12 00	
55 00	Drumquin .....	28 00		
87 73	Drysdale .....	28 00		
326 35	Duart .....	160 00		
677 25	Dublin .....	255 00	32 00	
49 52	Dufferin Bridge (*from 1st July, 1885) .....	20 00	4 50	
47 98	Dumblane .....	20 00		
218 53	Dunbar .....	83 00		
156 16	Dunbarton .....	77 00		
52 00	Dunboyne .....	23 00		
26 75	Duncan .....	12 00		
114 94	Dunchurch .....	70 00	10 00	
52 00	Duncrief .....	22 00		
1,101 51	Dundalk (late Dundalk Station) .....	420 00	16 00	40 00
4,032 01	Dundas .....	1,060 00	120 00	160 00
35 53	Dundela .....	14 00		
100 15	Dundonald .....	34 50		
101 85	Dunedin .....	36 00		
425 87	Dungannon .....	170 00		
91 27	Dunkeld .....	36 00		
60 53	Dunkerron .....	17 50		
65 36	Dunlop .....	27 00		
2,407 13	Dunnville .....	700 00	72 00	120 00
63 68	Dunrobin .....	30 00		
97 09	Dunsford .....	32 00		
296 58	Duntroon .....	94 00		
254 57	Dunvegan .....	108 00		
1,955 21	Durham .....	600 00	110 00	100 00
990 84	Dutton Station .....	335 00		40 00
85 73	Dwight .....	24 00		
56 73	Dwyer Hill .....	24 00		
39 69	Dyer's Bay .....	16 00		
38 92	Eady .....	10 00		
205 24	Eagle .....	78 00		
191 46	Ealing .....	80 00		
26 98	Eamer's Corners .....	14 00		
17 38	East Linton .....	16 00		
88 80	Eastman's Springs .....	28 50	8 00	
314 06	Easton's Corners .....	123 00		
99 94	East Oro .....	18 00		
25 06	East Williamsburg .....	14 00		
242 54	Eastwood .....	100 00		
139 03	Eau Claire (late Mackay's Mills) .....	43 00		
73 78	Eberts (late Chatham Centre) .....	14 50		
120 45	Echo Place .....	40 00		

# A, IN REPORT No. 3, A.—Detail of Revenue, Salaries and Allowances in Ontario, within the Year ended 30th June, 1886.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
26 25	Echo River.....	12 00		
30 49	Eddystone.....	16 00		
210 09	Eden.....	80 00		
224 21	Eden Grove.....	100 00		
149 91	Eden Mills.....	50 00		
293 25	Edgar.....	100 00		
127 93	Edgar's Mills.....	57 50		
37 00	Edge Hill.....	20 00		
82 37	Edgeley.....	30 00		
16 35	Edgeworth.....	16 00		
30 00	Edgington.....	16 00		
108 61	Edmonton.....	50 00	32 00	
16 11	Edwardsville.....	12 00		
62 70	Effingham.....	24 00		
1,150 70	Eganville.....	390 00	60 00	40 00
81 56	Egbert.....	24 00		
53 28	Egerton.....	24 00	4 00	
254 01	Exlington.....	100 00		
221 60	Egmondville.....	120 00		
47 61	Egremont.....	30 00		
9 54	Elba.....	12 00		
26 70	Elb Mills (late Dickens).....	28 00		
29 00	Elcho.....	12 00		
17 30	Elder.....	12 00		
58 30	Elder's Mills.....	24 00		
30 45	Eldon Station.....	16 00		
66 47	Eldorado.....	24 00		
21 47	Elford.....	12 00		
56 81	Elfrida.....	20 00		
343 80	Elgin.....	117 50	6 00	
65 31	Elginburg.....	28 00		
51 30	Elginfield.....	23 00		
34 95	Elia.....	16 00		
88 59	Elmville.....	35 00		
67 03	Elizabethville.....	36 00		
27 33	Ellaton.....	12 00		
66 50	Ellengowan.....	31 50		
92 06	Ellesmere.....	36 00		
35 23	Elliot.....	11 50		
78 75	Ellisville.....	30 00		
26 65	Elm.....	12 00		
53 00	Elma.....	16 00		
50 67	Elmbank.....	16 00		
76 65	Elmgrove.....	30 00		
15 02	Elmhedge.....	11 50		
940 88	Elmira (*from 1st July, 1885).....	315 00		*30 00
635 22	Elmvale.....	172 50		
487 80	Elmwood (*from 1st Oct., 1885).....	155 00	*10 00	
2,182 18	Elora.....	640 00	100 00	100 00
36 62	Elphin.....	14 00		
78 57	Elsie.....	31 20		
164 00	Elsinore.....	60 00		
	Ely (closed 30th Oct., 1885).....	2 50		
11 43	Embersson.....	10 00		
717 20	Embro.....	280 00	50 00	
196 04	Embrun.....	80 00		
77 42	Emerald.....	24 00		



# A, IN REPORT No. 3, A.—Detail of Revenue, Salaries and Allowances in Ontario, within the Year ended 30th June, 1886.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
69 25	Emery.....	27 00		
23 30	Emmett.....	16 00		
190 76	Emsdale (*including arrears).....	58 00	*28 00	
58 35	Enfield.....	24 00		
12 37	Ennis.....	10 00		
313 46	Enniskillen.....	140 00		
109 32	Ennismore.....	43 00	8 00	
350 50	Enterprise.....	87 50		
60 08	Epping (*including arrears).....	30 00	*25 00	
168 72	Epsom.....	49 50		
103 37	Eramosa.....	48 00		
28 71	Erbsville.....	10 00		
35 86	Erie.....	16 00		
886 85	Erin.....	320 00	10 00	40 00
140 24	Erinsville.....	50 00	19 50	
75 28	Ernestown Station.....	40 00	24 00	
129 03	Escott.....	55 00		
35 72	Eskdale.....	20 50		
107 72	Esquesing.....	46 00		
2,351 05	Essex Centre.....	620 00	160 00	100 00
14 63	Essonville.....	10 00		
406 00	Ethel.....	150 00		
6 49	Ettrick.....	10 00		
220 63	Eugenia.....	70 00		
56 06	Evansvale.....	15 00		
19 10	Evansville.....	10 00		
82 01	Evelyn.....	36 00		
256 93	Everett.....	90 00		
62 91	Eversley.....	28 00		
163 02	Everton.....	60 00		
2,427 51	Exeter.....	680 00	90 00	100 00
33 39	Fairbank.....	16 00		
42 76	Fairfield East.....	18 00		
66 59	Fairfield Plain.....	22 50		
19 79	Fairholm.....	11 50		
64 24	Fairmount.....	32 00		
18 58	Fair Valley.....	12 00		
40 95	Fairview (5 Quarters).....	15 00		
13 00	Falding.....	12 00		
140 78	Falkenburg.....	57 50	16 00	
74 80	Falkirk.....	38 00		
35 47	Falkland (closed 31st Dec., 1885).....	15 00		
81 88	Fallbrook.....	36 00		
181 50	Fallowfield.....	60 00		
21 32	Faraday.....	16 00		
58 21	Farewell.....	20 00		
87 14	Fargo.....	24 22		
1,447 32	Farmersville.....	415 00		40 00
117 00	Farquhar.....	40 00	4 00	
246 55	Farran's Point.....	90 00		
95 31	Fassifern.....	26 00		
78 87	Fawkham.....	29 00		
33 78	Fawn.....	15 00		
26 02	Fellows.....	12 00		
27 25	Felton.....	16 00		
31 48	Fenaghvale (*including arrears).....	12 00	*4 63	



# A, IN REPORT No. 3, A.—Detail of Revenue, Salaries and Allowances in Ontario, within the Year ended 30th June, 1886.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
104 03	Fenella.....	40 00		
1,549 57	Fenelon Falls.....	500 00	60 00	60 00
36 65	Fennell's.....	20 00		
209 15	Fenwick.....	78 00		
2,854 63	Fergus.....	780 00	180 00	120 00
48 49	Ferguson.....	24 00		
103 62	Ferguson's Falls.....	24 00		
98 50	Fergusonvale.....	34 50		
66 73½	Fermoy.....	19 00		
9 39	Fern Glen (from 1st Jan., 1886).....	2 50		
91 94	Fernhill.....	40 00		
135 30	Fesserton.....	50 00		
31 89	Fetherston.....	16 00		
200 00	Feversham.....	68 50		
757 52	Fingal.....	280 00		
32 88	Finger Board.....	15 00		
23 00	Fintona.....	20 00		
49 66	Fish Creek.....	32 00		
198 42	Fisherville.....	72 00		
138 51	Fish Lake.....	10 00		
308 58	Fitzroy Harbor.....	120 00	6 00	
27 19	Flamboro' Centre.....	16 00		
45 23	Fleetwood.....	15 00		
1,035 76	Flesherton.....	400 00	70 00	40 00
237 00	Flesherton Station.....	60 00		
415 34	Fletcher.....	140 00		
208 08	Flinton.....	70 00		
62 50	Floradale.....	16 00		
690 99	Florence.....	300 00		
22 56	Flower Station (from 1st Jan., 1886).....	2 50		
22 09	Foley.....	14 00		
504 68	Font Hill.....	204 00		
502 61	Fordwich (*including arrears).....	*226 88	16 00	
47 14	Fordyce.....	16 00		
2,679 97	Forest.....	620 00	16 00	100 00
292 78	Forester's Falls.....	97 50	16 00	
55 54	Forest Lake.....	13 50		
28 86	Forest Mills.....	14 00		
128 12	Forestville (5 Quarters).....	72 50		
57 93	Forfar.....	27 00		
63 50	Forks Road.....	24 00		
261 96	Formosa.....	120 00		
793 16	Fort Erie.....	368 00		40 00
119 50	Fort William.....	240 00		
322 12	Fournier.....	120 00		
24 42	Fowler's Corners.....	12 00		
195 57	Foxboro'.....	87 50		
93 22	Foxmead.....	36 00		
37 50	Foymount.....	19 50		
44 45	Franconia.....	22 00		
581 52	Frankford.....	207 50		
7 28½	Frank Hill.....	10 00		
68 89½	Franklin.....	44 50	12 00	
183 99	Franktown.....	69 50		
203 95	Frankville.....	90 00		
17 21	Fraserburg.....	10 00		
74 05	Fraserville.....	41 00		

# A, IN REPORT No. 3, A.—Detail of Revenue, Salaries and Allowances in Ontario, within the Year ended 30th June, 1886.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light
\$ cts.		\$ cts.	\$ cts.	\$ cts.
33 53	Freeborn (from 1st Sept., 1885).....	5 83		
11 70	Freeland (from 1st Aug., 1885).....	6 67		
208 06	Freelton.....	87 50	8 00	
253 55	Freeman.....	107 50		
39 74	Freeport.....	20 00		
10 00	French Bay.....	10 00		
22 30	French River (from 1st July, 1885).....	11 37		
59 35	Frome.....	24 00		
218 50	Fullarton.....	76 00		
19 18	Fuller.....	14 00		
72 10	Fulton.....	28 00		
19 80	Furnace Falls.....	20 00		
28 50	Fyfield.....	11 50		
79 23	Gad's Hill.....	40 00		
25 62	Galbraith (6 Quarters).....	15 00		
122 21	Galetta.....	47 50		
21 66	Gallingertown.....	12 00		
9,705 77	Galt.....	2,400 00	60 00	360 00
139 20	Gamebridge.....	60 00		
4,094 16	Gananoque.....	1,150 00		200 00
142 03	Garden Hill.....	70 00		
218 64	Garden Island.....	95 00		
61 53	Garden River.....	47 50	4 00	
83 95	Garnet.....	40 00		
29 56	Garretton.....	12 00		
13 10	Garrison Road.....	10 00		
35 13	Garryowen.....	12 00		
190 24	Gelert.....	68 00		
2,669 16	Georgetown.....	720 00	108 00	120 00
61 14	Germania.....	25 00		
96 83	German Mills.....	29 50		
200 70	Gesto.....	87 50		
54 06	Gibraltar.....	19 00		
24 51	Gibson.....	10 00		
24 00	Gilbert's Mills (5 Quarters).....	12 50		
166 00	Gilford.....	70 00	12 00	
26 49	Gill.....	14 00		
96 95	Gillie's Hill.....	40 00		
42 63	Gladstone.....	27 50		
305 37	Glammis.....	90 00		
17 48	Glamorgan.....	12 00		
20 50	Glandine.....	10 00		
122 31	Glanford.....	70 00		
17 07	Glanmire.....	10 00		
122 44	Glanworth.....	57 50		
27 03	Glascott.....	12 00		
41 87	Glasgow.....	18 00		
16 17	Glastonbury.....	10 00		
21 81	Glen Alda.....	11 50		
388 06	Glen Allan.....	140 00		
64 65	Glen Annan.....	30 00		
169 59	Glenarm.....	47 50		
26 03	Glen Becker.....	11 50		
143 11	Glen Buell.....	57 50		
35 00	Glenburnie.....	12 00		
178 79	Glencairn.....	72 00	20 00	



# A, IN REPORT No. 3, A.—Detail of Revenue, Salaries and Allowances in Ontario, within the Year ended 30th June, 1886.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
2,612 25	Glencoe .....	660 00	18 00	100 00
40 30	Glen Colin .....	27 00		
43 14	Glendale .....	15 00		
16 18	Glen Donald .....	11 50		
38 79	Gleneden .....	20 00		
57 28	Glen Farrow .....	23 00		
98 43	Glen Huron .....	40 00		
42 16	Glen Huron Station .....	24 00		
24 47	Glenilla (*including arrears) .....	15 00	*7 50	
	Glen Major (accounts not received) .....			
83 44	Glen Meyer .....	30 00		
59 78	Glen Millar .....	24 00		
27 78	Glenmore .....	12 00		
203 89	Glenmorris .....	84 00		
128 77	Glennevis .....	47 00		
28 26	Glen Norman .....	16 00		
19 53	Glen Oak .....	16 00		
45 92	Glen Orchard .....	20 00		
281 13	Glen Robertson .....	87 50	120 00	
37 02	Glen Ross .....	16 00		
86 45	Glenroy .....	27 00		
87 53	Glen Sandfield .....	32 00		
39 71	Gleneshee .....	24 00		
59 92	Glen Smail .....	23 00		
43 12	Glen Stewart .....	20 00		
102 99	Glen Tay .....	58 00		
47 70	Glenvale .....	22 00		
96 27	Glen Walter .....	36 00		
368 57	Glen Williams .....	130 00		
18 62	Glen Willow .....	10 00		
216 27	Goble's Corners .....	90 00		
5,117 43	Goderich .....	1,700 00	157 00	280 00
152 46	Godfrey .....	60 00		
75 77	Golden Lake .....	22 50		
96 00	Goldfield .....	23 00		
43 27	Goldsmith .....	20 00		
97 33	Goldstone .....	30 00		
84 46	Gooderham (*including arrears) .....	39 00	*18 00	
27 46	Goodstown .....	10 00		
426 60	Goodwood .....	160 00		
301 56	Gordon .....	130 00		
58 62	Gordonville .....	23 00		
414 61	Gore Bay .....	140 00		
136 84	Gore's Landing .....	70 00		
51 00	Goring .....	14 50		
79 44	Gormley .....	32 00		
630 28	Gorrie .....	260 00		
0 17	Gosport .....	10 00		
63 39	Gourock .....	22 50		
76 75	Gowanstown .....	30 00	16 00	
47 57	Gower Point .....	15 00		
28 70	Gowrie .....	12 00		
667 43	Grafton .....	240 00	30 00	
67 43	Grahamsville .....	24 00		
107 50	Grand Bend .....	57 50		
800 66	Grand Valley (late Luther) .....	215 00	16 00	
14 00	Granger .....	10 00		



# A, IN REPORT No 3, A.—Detail of Revenue, Salaries and Allowances in Ontario, within the Year ended 30th June, 1886.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
18 81	Granite Hall.....	10 00		
15 98	Grant.....	10 00		
96 97	Grantley.....	36 00		
536 44	Granton.....	200 00	20 00	
134 06	Grassmers.....	36 00	8 00	
36 18	Grassey's Corners.....	12 00		
31 00	Grattan.....	15 00		
26 00	Gravel Hill (3 Quarters).....	12 00		
2,453 00	Gravenhurst.....	750 00	32 00	120 00
25 20	Graystock.....	16 00		
33 65	Greely (from 1st June, 1885).....	8 33		
184 74	Greenbank.....	70 00		
21 57	Green Bay.....	16 00		
73 63	Greenbush.....	40 00		
202 13	Greenfield (*including arrears).....	80 00	*39 00	
131 23	Greenock (*including arrears).....	*55 50		
10 00	Green Point.....	10 00		
106 31	Green River.....	46 00		
24 00	Greenside.....	10 00		
93 59	Greenville.....	48 00		
58 08	Green Valley.....	27 00		
15 26	Greenview.....	10 00		
98 02	Greenway.....	34 00		
199 50	Greenwood.....	90 00		
28 93	Gregory.....	16 00		
14 88	Greig.....	10 00		
26 81	Grenfell.....	16 00		
38 32	Gresham.....	24 00		
11 11	Gretna.....	10 00		
10 00	Grey Eagle.....	10 00		
18 87	Greystead.....	11 50		
69 26	Gribbin.....	24 00		
78 71	Griersville.....	34 50		
58 01	Griffin's Corners.....	31 50		
51 65	Griffith (*including arrears).....	*30 00		
1,661 13	Grimshy.....	480 00	60 00	60 00
23 83	Grimston.....	10 00		
14 00	Grove Mills.....	16 00		
68 08	Grovesend.....	30 00		
16,174 70	Guelph.....	3,600 00	400 00	
131 13	Guild's.....	50 00		
21 78	Gull Creek.....	10 00		
47 08	Gunter.....	11 50		
15 01	Guthrie.....	10 00		
109 29	Guysboro'.....	39 00		
127 18	Gypsum Mines.....	35 00		
41 35	Hagerman's Corners.....	23 00		
1,493 87	Hagersville.....	440 00		60 00
35 52	Hainsville.....	20 00		
77 50	Haldane Hill.....	24 00		
108 07	Haley Station.....	44 00		
768 27	Haliburton.....	295 00	12 00	
84 59	Halloway.....	36 00		
142 19	Hall's Bridge.....	72 00		
16 59	Hall's Glen.....	16 00		
25 65	Hall's Mills.....	12 00		

# A, IN REPORT No. 3, A.—Detail of Revenue, Salaries and Allowances in Ontario, within the Year ended 30th June, 1886.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
157 30	Hallville .....	56 00		
5 10	Halston .....	10 00		
63,588 32	Hamilton (salaries and expenses entered elsewhere) .....			
26 89	Hammond .....	14 00		
46 33	Hampden .....	24 00		
86 03	Hampshire Mills .....	24 00		
86 63	Hampstead .....	22 00		
328 26	Hampton .....	120 00		
22 96	Hanlan .....	16 00		
52 16	Hannon .....	24 00		
1,397 61	Hanover .....	500 00	40 00	60 00
4 51	Harcourt .....	10 00		
12 00	Harding .....	12 00		
28 60	Harkaway .....	10 00		
95 20	Harlem .....	29 50		
97 78	Harlay .....	50 00	8 00	
33 50	Harlock .....	16 00		
48 24	Harlowe .....	16 00		
32 92	Harmony .....	19 00		
112 69	Harold .....	39 00		
66 06	Harper .....	24 00		
16 82	Harpley .....	14 00		
156 19	Harrietsville .....	72 00		
163 68	Harrington, West .....	60 00		
232 67	Harrisburg .....	83 00	20 00	
73 00	Harrison's Corners .....	28 00		
3,297 24	Harrison .....	940 00	60 00	120 00
246 90	Harrow .....	100 00		
357 14	Harrowsmith .....	100 00		
25 06	Hartfell .....	10 00		
134 94	Hartford .....	48 00		
81 74	Hartington .....	30 00		
64 85	Hartley .....	19 50		
25 50	Hartsmere .....	16 00		
155 20	Harwich .....	49 50		
240 02	Harwood .....	100 00		
1,365 00	Hastings .....	460 00	20 00	60 00
111 18	Hatchley Station .....	36 00		
29 05	Haultain .....	16 00		
193 54	Havelock (*including arrears) .....	44 50	*47 50	
1,244 56	Hawkesbury .....	420 00		40 00
167 07	Hawkestone .....	60 00		
363 24	Hawkesville .....	150 00	20 00	
40 26	Hawley .....	15 50		
30 04	Hawthorne .....	16 00		
139 35	Hawtreay .....	72 00	40 00	
109 76	Hay .....	66 50		
36 73	Hay Bay .....	11 50		
66 34	Haydon .....	30 00		
32 45	Hayesland .....	20 00		
208 30	Haysville .....	60 00		
133 42	Hazeldean .....	50 00		
41 47	Headford .....	18 00		
27 10	Head Lake .....	12 00		
251 74	Heathcote .....	100 00		
10 48	Heather .....	10 00		
110 03	Heckston .....	44 00		



# A, IN REPORT No. 3, A.—Detail of Revenue, Salaries and Allowances in Ontario, within the Year ended 30th June, 1886.

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Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
251 94	Heidefsburg.....	80 00		
62 48	Hemlock.....	24 00		
44 41	Hendrick.....	20 00		
123 21	Henfryn.....	44 00		
25 05	Henry.....	14 00		
547 44	Hensall.....	217 50	16 00	
329 19	Hepworth.....	120 00	4 00	
57 81	Hereward.....	20 00		
47 15	Hermion.....	15 50		
1,741 73	Hespeler.....	480 00		60 00
24 43	Hesson.....	12 00		
41 82	Hewitt.....	13 00		
29 05	Hiawatha.....	12 00		
144 12	Hickson.....	42 00		
10 75	High Falls.....	16 00		
25 27	Highfield.....	12 00		
288 62	Highgate.....	120 00		
99 97	Highland Creek.....	50 00		
147 57	Hillier.....	70 00	8 00	
25 38	Hillman.....	10 00		
17 00	Hillsboro'.....	12 00		
540 15	Hillsburgh.....	220 00		
687 28	Hillsdale.....	160 00	10 00	
78 54	Hill's Green.....	34 50		
95 53	Hilly Grove.....	30 00		
82 13	Bilton.....	37 50		
12 97	Hinch.....	10 00		
121 58	Hintonburg.....	40 00		
89 09	Hoard's Station.....	27 50		
9 71	Hoasic.....	12 00		
42 39	Hoath Head.....	19 00		
79 54	Hobart.....	23 00		
92 82	Hockley.....	34 50		
90 51	Holbrook.....	30 00		
248 37	Holland Landing.....	100 00		
309 54	Hollen.....	130 00		
46 11	Holly.....	16 00		
26 50	Holly Park.....	12 00		
199 24	Holmesville.....	71 50		
418 84	Holstein (* including arrears).....	115 00	*225 00	
74 71	Holt.....	24 00		
177 50	Holyrood.....	60 00		
92 01	Homer.....	36 00		
111 15	Honeywood.....	40 00		
84 28	Hoodstown.....	37 50		
16 87	Hope Bay.....	12 00		
5 00	Hopefield.....	12 00		
18 42	Hopeness.....	12 00		
84 01	Hopetown.....	28 00		
180 91	Hopeville.....	63 00		
141 00	Hornby.....	61 00		
18 11	Horncastle.....	11 50		
405 86	Horning's Mills.....	155 00		
17 28	Hotspur.....	10 00		
175 59	Houghton.....	60 00		
89 93	Housey's Rapids.....	28 50		
17 25	Howe Island.....	11 50		



# A, IN REPORT No. 3, A.—Detail of Revenue, Salaries and Allowances in Ontario, within the Year ended 30th June, 1886.

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Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
40 67	Huffman.....	23 00		
85 80	Humber.....	44 50		
968 19	Humberstone.....	340 00		40 00
65 90	Huntingfield.....	12 00		
107 26	Huntley.....	40 00		
1,831 59	Huntsville.....	460 00	72 00	55 00
24 45	Hurdman's Bridge.....	24 00		
18 42	Hurdville.....	10 00		
132 03	Huston.....	44 00	16 00	
99 96	Huttonsville.....	30 00		
20 11	Hybla.....	12 00		
99 83	Hyde Park Corner.....	40 00		
18 50	Hyndman.....	11 50		
85 79	Ida.....	36 00		
259 26	Iderton.....	100 00		
106 00	Ilfracombe.....	48 00		
48 04	Indian River.....	34 50		
8,159 69	Ingersoll.....	2,000 00	400 00	320 00
318 00	Inglewood.....	64 00		
47 11	Ingoldsby.....	24 00		
3 50	Inholmes (from 1st Jan., 1886).....	2 50		
47 15	Inistioge.....	20 00		
286 00	Inkerman.....	96 00		
338 97	Innerkip.....	120 00		
21 90	Innisfil.....	20 00		
100 13	Innisville.....	40 00		
520 30	International Bridge.....	240 00		
133 44	Inverary.....	56 00		
15 00	Inverhaugh.....	10 00		
31 44	Inverhuron.....	23 00		
203 12	Invermay.....	142 50	4 00	
384 79	Inwood.....	135 00		
265 50	Iona.....	104 00		
149 06	Iona Station.....	60 00		
124 53	Irena.....	30 00	6 00	
43 08	Iris.....	16 00		
40 37	Iroindale.....	24 00		
1,967 75	Iroquois.....	600 00	100 00	80 00
20 77	Irwin.....	10 00		
53 52	Islay.....	19 00		
175 08	Islington.....	80 00		
123 89	Ivan.....	20 00		
144 49	Ivanhoe.....	50 00		
150 79	Ivy.....	40 00		
18 02	Jackfish Bay (closed 31st May, 1885; *including arrears).....	*5 06		
42 01	Jackson (*including arrears).....	*34 50		
51 03	Jaffa.....	20 00		
118 02	Jamestown.....	50 00		
44 81	Jamieson.....	11 50		
171 80	Janetville.....	64 00		
37 15	Jarlsberg.....	16 00		
77 72	Jarratt's Corners.....	40 00		
1,317 26	Jarvis.....	400 00	50 00	40 00
347 81	Jasper.....	115 00	12 00	

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Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
67 10	Jefferson .....	19 00		
37 40	Jericho .....	16 00		
16 25	Jermyn .....	10 00		
197 46	Jerseyville .....	72 00		
12 79	Jessopville .....	10 00		
22 15	Jocelyn .....	16 00		
31 99	Jockvale .....	16 00		
85 62	Johason .....	24 00		
25 43	Johnson's Mills .....	16 00		
58 70	Jones' Falls .....	24 00		
190 44	Jordan .....	72 00		
161 70	Jordan Station .....	57 50		
14 29	Josephsburg .....	7 50		
53 78	Josephine .....	11 50		
21 49	Juddhaven .....	11 50		
49 00	Jura .....	30 00		
147 86	Kagawong .....	70 00		
21 04	Kaladar .....	19 00	2 00	
175 41	Kars .....	60 00		
201 97	Katrine .....	52 00		
109 94	Keady .....	40 00	20 00	
118 05	Kearney .....	40 00		
269 00	Keenansville .....	100 00		
353 68	Keene .....	120 00		
65 56	Keith (6 Quarters) .....	15 00		
19 00	Keldoa .....	11 50		
42 60	Kelso .....	11 50		
124 59	Kelvin .....	61 50		
120 74	Kemble .....	40 00	4 00	
1,536 75	Kemptville .....	506 00	60 00	60 00
200 68	Kendal .....	77 50		
113 03	Kenilworth .....	40 00	30 00	
202 78	Kenmore .....	56 00		
10 00	Kennaway .....	10 00		
15 05	Kenney (from 1st Nov., 1885) .....	4 17		
138 50	Kensington .....	40 00		
112 64	Kent Bridge .....	50 00		
261 50	Kerwood .....	100 00		
65 25	Kertch .....	24 00		
185 47	Keswick .....	95 00		
234 90	Kettleby .....	100 00		
17 91	Keyser .....	12 00		
42 50	Khiva .....	21 50		
176 64	Kilbride .....	60 00		
1 98	Kilgorie .....	10 00		
61 98	Killaloe .....	26 50		
104 26	Killarney .....	74 00	30 00	
50 97	Killeen .....	24 00		
17 25	Killyleagh .....	12 00		
13 63	Kilmanagh .....	16 00		
28 46	Kilmarnock .....	15 50		
19 43	Kilmartin .....	12 00		
19 45	Kilmaurs .....	12 00		
255 61	Kilsyth .....	97 50		
62 98	Kimball .....	23 00		
191 48	Kimberley .....	46 50		



# A, IN REPORT No. 3, A.—Detail of Revenue, Salaries and Allowances in Ontario, within the Year ended 30th June, 1886.

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Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
181 07	Kinburn.....	70 00	6 00	
3,503 38	Kincardine.....	1,020 00	72 00	160 00
400 39	King.....	147 50	50 00	
60 26	King Creek.....	30 00		
77 81	King Lake.....	24 00		
73 02	Kingsbridge.....	30 00		
18 85	Kingscote.....	10 00		
49 10	Kingscourt.....	14 50		
44 55	Kingsford.....	20 00		
86 68	Kingsmill.....	40 00	12 00	
20,216 21	Kingston (salaries and expenses entered elsewhere)			
30 90	Kingston Mills.....	24 00		
898 90	Kingsville.....	360 00	12 00	40 00
33 24	King's Wharf.....	14 50		
45 78	Kirkora.....	23 00		
210 11	Kinloss.....	64 00	16 00	
215 16	Kinlough.....	80 00		
546 87	Kinmount.....	215 00	30 00	
15 00	Kinnaird.....	20 00		
92 58	Kinsale.....	34 50		
173 97	Kintail.....	80 00		
177 53	Kintore.....	80 00		
309 04	Kippen.....	97 50	20 00	
79 03	Kirby.....	40 00		
348 08	Kirkfield.....	110 00		
77 39	Kirk Hill.....	32 00		
332 33	Kirkton.....	100 00		
85 40	Kirkwall.....	42 00		
230 83	Kleinburg.....	80 00		
250 52	Klock's Mills.....	75 00		
15 84	Knapdale.....	10 00		
19 07	Knatchbull.....	10 00		
64 71	Kohler.....	30 00		
61 89	Kolopore (*including arrears).....	*12 83		
229 60	Komoka.....	100 00		
29 00	Korah.....	16 00		
68 17	Kossuth.....	20 00		
34 71	Kurtzville.....	20 50		
12 56	Lady Bank.....	12 00		
129 72	Lafontaine.....	40 00		
115 15	Laggan.....	57 50		
25 06	Lake Charles.....	10 00		
16 38	Lake Doré.....	12 00		
1,354 77	Lakefield.....	500 00	20 00	80 00
45 09	Lakehurst.....	16 00		
198 95	Lakelet.....	77 50		
8 87	Lake Opinicon.....	20 00		
479 73	Lakeport.....	145 00		
105 78	Lakeside.....	44 00		
83 88	Lake Tallon.....	50 00		
124 17	Lakeview.....	35 82		
156 63	L'Amable.....	56 00	30 00	
55 67	L'Amaroux.....	27 50		
248 99	Lambeth.....	120 00		
262 10	Lambton Mills.....	140 00		
49 83	Lamblash.....	20 00		



# A, IN REPORT No. 3, A.—Detail of Revenue, Salaries and Allowances in Ontario, within the Year ended 30th June, 1886.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
13 33	Lammermoor .....	10 00		
939 67	Lanark .....	350 00	32 00	40 00
1,578 30	Lancaster .....	480 00	360 00	60 00
29 94	Lancelot .....	16 00		
69 78	Lanes .....	20 00		
406 87	Lang .....	78 00		
42 70	Langford .....	24 00		
98 40	Langside .....	40 00		
22 71	Langstaff .....	16 00		
379 55	Langton .....	160 00	6 00	
542 41	Lansdown .....	200 00		
90 57	Lansing .....	42 00		
9 73	Larkin (from 1st May, 1885) .....	9 17		
43 90½	Larwill (closed 28th Feb., 1886) .....	9 17		
140 00	La Salette .....	60 00		
143 21	Laskay .....	50 00		
13 23	Lasswade (from 1st June, 1885) .....	8 33		
41 31	Latimer .....	19 50		
75 60	Latona .....	28 00	16 00	
151 87	Laurel .....	50 00	10 00	
10 35	Lavant .....	10 00		
123 98	Lavant Station .....	40 00		
194 22	La Vase .....	50 00		
68 63	Lavender .....	36 00		
154 95	Lawrence Station .....	57 50		
35 55	Layton .....	15 00		
111 88	Leadbury .....	40 00		
17 35	Leafield (from 1st June, 1885) .....	8 34		
1,436 60	Leamington .....	480 00	60 00	60 00
89 74	Leaskdale .....	32 00		
43 79	Lebanon .....	24 00		
1,587 34	LeBreton Flats .....	440 00		80 00
206 73	Lefavre .....	70 00		
312 00	Lefroy .....	120 00	16 00	
27 00	Lehman's Landing .....	10 00		
11 00	Leinster .....	10 00		
119 05	Leith .....	39 50		
14 58	Leitrim .....	11 50		
6 60	Lemieux .....	10 00		
81 17	Lemonville .....	32 00		
207 32	Leskard .....	80 00		
140 72	Leslie .....	70 00		
89 29	Lethbridge .....	34 50		
7 38	Letterkenny .....	10 00		
31 00	Lewisbam .....	12 00		
16 50	Lidcote .....	12 50		
91 28	Lieury .....	40 00		
51 84	Lifford .....	30 00		
8 54	Lily Lake .....	10 00		
36 00	Lily Oak .....	16 00		
143 33	Limehouse .....	50 00		
27 70	Lime Lake .....	16 00		
91 53	Linden Valley .....	47 50		
5 00	Lindenwood (from 1st Oct., 1885) .....	5 00		
7,413 32	Lindsay .....	2,000 00	200 00	320 00
62 08	Linton .....	20 00		
439 62	Linwood .....	175 00		

# A, IN REPORT No. 3, A.—Detail of Revenue, Salaries and Allowances in Ontario, within the Year ended 30th June, 1886.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
294 51	Lion's Head (*including arrears).....	117 50	*12 00	.....
27 69	Lisbon.....	16 00		.....
13 07	Lisburn.....	11 50		.....
530 22	L'Isle.....	180 00	17 00	.....
3,535 80	Listowel.....	1,050 00	120 00	160 00
578 62	Little Britain.....	220 00	10 00	.....
333 64	Little Current.....	120 00	24 00	.....
34 95	Little Rapids.....	10 00		.....
123 22	Little Rideau.....	40 00		.....
7 85	Littlewood (from 1st Nov., 1885).....	4 17		.....
166 95	Liverpool Market.....	35 00		.....
13 01	Living Spring (from 1st May, 1885).....	9 16		.....
234 89	Lloydtown.....	88 00		.....
86 04	Lobo.....	50 00	4 00	.....
93 57	Lochalsh.....	34 50		.....
56 25	Loch Garry.....	20 00		.....
150 49	Lochiel.....	60 00		.....
40 57	Lochinvar.....	21 50		.....
69 76	Loch Winnoch.....	24 00		.....
57 45	Lockton.....	20 00		.....
15 65	Lockville (closed 23rd June, 1885).....	4 60		.....
34 45	Lodi.....	20 00		.....
51 57	Logierait.....	24 00		.....
182 87	Lombardy.....	60 00		.....
386 65	Londesborough.....	150 00		.....
44,309 78	London (salaries and expenses entered elsewhere).....			.....
1,242 76	London, East.....	430 00		55 00
14 24	Long Bay.....	10 00		.....
364 50	Longford Mills.....	100 00		.....
26 56	Long Lake.....	16 00		.....
26 06	Longtinville.....	15 00		.....
124 81	Longwood.....	60 00	10 00	.....
160 02	Lonsdale.....	60 00		.....
23 57	Loree.....	17 50		.....
77 70	Loretto.....	29 50		.....
960 23	L'Original.....	360 00	48 00	40 00
10 74	Lorimer Lake.....	10 00		.....
34 70	Loring.....	15 00		.....
33 27	Lorne.....	30 00		.....
166 69	Lorneville.....	49 50		.....
24 06	Lorraine.....	12 00		.....
69 86	Lotus.....	29 00		.....
29 00	Louise.....	12 00		.....
107 09	Louisville.....	42 00		.....
32 73	Lovat.....	15 00		.....
37 20	Lovering.....	20 00		.....
70 97	Lovett (from 1st July, 1885).....	22 50		.....
91 03	Lowbanks.....	30 00		.....
168 66	Lowville.....	76 00	16 00	.....
1,095 06	Lucan.....	400 00	160 00	80 00
2,057 98	Lucknow.....	680 00	40 00	120 00
49 25	Lumley.....	20 00		.....
11 04	Lundy (from 1st July, 1885).....	7 50		.....
269 85	Lunenburg.....	80 00		.....
23 18	Lurgan.....	16 00		.....
41 88	Lutherville.....	16 00		.....
50 37	Luton.....	23 00		.....



# A, IN REPORT No. 3, A.—Detail of Revenue, Salaries and Allowances in Ontario, within the Year ended 30th June, 1886.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
676 01	Lyn .....	240 00		
28 04	Lynch Lake.....	17 50		
355 76	Lynden.....	120 00		
218 24	Lyndhurst.....	100 00		
359 55	Lynedoch.....	140 00	32 00	
55 13	Lynn Valley .....	24 00		
111 50	Lynnville.....	50 00		
121 30	Lyons .....	44 00		
18 64	McCready .....	10 00		
86 34	McCrimmon.....	37 50		
171 47	McDonald's Corners.....	77 50		
74 14	McGarry.....	23 00		
135 47	McGregor.....	60 00		
83 84	McIntosh Mills.....	34 50		
163 79	McIntyre.....	70 00		
19 00	McIver.....	10 00		
240 57	McKellar.....	90 00	16 00	
10 00	McKinlay.....	10 00		
165 57	McLaren's Depot.....	40 00		
16 08	McPhail.....	10 00		
220 87	Maberly.....	70 00		
14 84	Macdonald.....	10 00		
87 31	Mackey's Station .....	75 00	80 00	
31 45	Macton.....	16 00		
66 69	Macville.....	28 00		
1,874 81	Madoc.....	630 00	80 00	100 00
356 20	Magnetawan.....	110 00	36 00	
30 32	Maguire.....	16 00		
304 38	Maidstone (6 Quarters).....	105 00		
247 86	Maitland.....	84 00	12 00	
50 18	Malakoff.....	20 00		
95 03	Malcolm.....	40 00		
512 08	Mallorytown (*including arrears).....	195 00	*123 00	
20 62	Malone.....	16 00		
41 00	Malta.....	20 00		
188 19	Malton.....	70 00	4 00	
170 75	Malvern.....	64 00		
188 38	Manchester.....	52 50		
165 53	Mandamin.....	75 00		
385 55	Manilla.....	160 00		
60 69	Manion.....	23 50		
525 61	Manitowaning.....	280 00	36 00	
46 90	Mannheim.....	21 50		
517 27	Manotick.....	200 00		
76 57	Mansewood.....	30 00		
191 07	Mansfield.....	60 00		
79 02	Mauvers Station.....	17 50		
328 06	Maple.....	110 00	24 00	
2 39	Maple Grove.....	10 00		
64 18	Maple Hill.....	40 00		
13 15	Maple Island.....	11 50		
23 28	Maple Lake.....	16 00		
102 51	Maple Lodge.....	27 00		
19 39	Maple Ridge.....	11 50		
72 58	Mapleton.....	26 00		
68 87	Maple Valley.....	24 00		



# A, IN REPORT No. 3, A.—Detail of Revenue, Salaries and Allowances in Ontario, within the Year ended 30th June, 1886.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
86 68	Maplewood .....	32 00		
24 23	Mar (*including arrears) .....	11 50	*14 00	
84 94	Marathon .....	40 00		
18 12	Marble Rock .....	11 50		
52 68	March .....	24 00		
26 74	Marchmont .....	16 00		
58 60	Marchurst .....	10 00		
87 11	Marden .....	32 00		
1,519 21	Markdale .....	460 00	20 00	60 00
1,534 15	Markham .....	540 00	90 00	80 00
178 17	Marksville (*including arrears) .....	75 00	*15 00	
80 00	Markham .....	28 00		
38 91	Marmion .....	16 00		
635 80	Marmora .....	220 00	12 00	
48 68	Marnock .....	20 00		
24 69	Marsh Hill .....	12 00		
191 74	Marshville .....	60 00		
32 07	Marston .....	12 00		
168 00	Marsville (6 Quarters) .....	60 50	9 00	
718 71	Martintown .....	280 00		
61 43	Marvelville .....	24 00		
159 34	Marysville (*from 1st July, 1885) .....	70 00	*18 00	
52 98	Masonville .....	24 00		
79 24	Massie .....	34 50		
39 28	Matawatchan .....	20 00		
1,619 83	Mattawa .....	600 00	60 00	80 00
687 47	Maxville .....	190 00	40 00	
261 62	Maxwell .....	115 00		
35 24	Mayerville .....	16 00		
49 11	Mayfair .....	28 00		
64 95	Mayfield .....	24 00		
6 71	Maynard .....	10 00		
334 00	Maynooth .....	115 00		
208 97	Meadowvale .....	80 00		
3,503 85	Meaford .....	960 00	60 00	160 00
47 96	Mecunoma .....	23 00	10 00	
99 51	Medina .....	33 00		
156 68	Melancthon .....	46 00		
15 99	Meldrum Bay .....	12 00		
35 34	Melissa .....	22 50		
80 72	Melrose .....	40 00		
41 61	Melville .....	18 00		
52 08	Melville Cross .....	24 00		
160 32	Menie .....	50 00		
25 46	Menominee .....	12 00		
53 49	Merivale .....	20 00		
245 76	Merlin .....	100 00		
1,291 47	Merrickville .....	420 00		60 00
15 00	Merritt .....	10 00		
881 01	Merriton (*from 1st July, 1885) .....	315 00		*30 00
82 53	Merton .....	40 00		
553 76	Metcalf .....	200 00		
31 48	Metropolitan .....	20 00		
44 00	Metz .....	12 00		
40 21	Meyersburg .....	24 00		
88 06	Michael's Bay .....	40 00		
3 10	Michipicoton Island (closed 30th Sept, 1886) .....	13 00		

# A, IN REPORT No. 3, A.—Detail of Revenue, Salaries and Allowances in Ontario, within the Year ended 30th June, 1886.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts	\$ cts.	\$ cts.
14 77	Michipicoton River.....	85 00		
43 14	Micksburg.....	16 00		
50 07	Middlemarch.....	20 00		
150 08	Middlemiss.....	72 00		
182 38	Middleville.....	78 00		
17 42	Midford.....	10 00		
94 23	Midhurst.....	40 00		
1,965 00	Midland.....	560 00		80 00
34 31	Mid Lothian.....	14 00		
897 13	Mildmay (*including arrears).....	335 00	*21 00	40 00
459 69	Millford.....	120 00		
77 58	Millar's Corners.....	23 00		
75 30	Millarton.....	30 00		
418 32	Millbank.....	175 00		
118 27	Mill Bridge.....	60 50		
1,781 14	Millbrook.....	600 00	96 00	80 00
223 29	Mille Roches.....	90 00		
80 04	Mill Grove.....	28 50		
53 41	Mill Haven.....	30 00		
43 90	Milliken.....	20 00		
34 88	Millington (re-opened 1st July, 1885).....	7 50		
	Milnesville (accounts not received).....			
2,295 43	Milton, West.....	700 00	48 00	120 00
644 12	Milverton.....	215 00		
93 88	Mimico.....	40 00		
60 00	Mimosa.....	30 00		
37 00	Mindemoya.....	16 00		
667 98	Minden.....	240 00	12 00	
249 85	Minesing.....	80 00		
112 57	Mississippi Station.....	125 00		
3,499 53	Mitchell.....	1,000 00	60 00	160 00
35 72	Mitchell's Bay.....	18 00		
78 41	Mitchell Square.....	32 00		
39 77	Mcflat.....	18 00		
626 02	Mohawk.....	128 00		
55 36	Mohr's Corners.....	30 00		
65 59	Moira.....	24 00		
167 64	Molesworth.....	54 00	4 00	
59 95	Moltke.....	19 50		
18 02	Monck.....	11 50		
76 36	Monckland.....	30 00		
19 68	Moncrieff.....	16 00		
8 84	Moneymore.....	10 00		
56 95	Mongolia.....	20 00		
258 91	Monkton.....	100 00		
98 79	Mono Centre.....	35 50		
285 40	Mono Mills.....	120 00	20 00	
346 81	Mono Road Station.....	140 00		
9 01	Monsell.....	10 00		
11 45	Montague.....	10 00		
55 13	Monteagle Valley.....	12 00		
39 92	Monticello.....	16 00		
4 33	Montreal River (from 1st Nov., 1885).....	4 16		
40 67	Montrose.....	20 00		
84 49	Moostone.....	40 00		
315 80	Moore.....	117 50		
632 83	Moorefield.....	240 00	8 00	



# A, IN REPORT No. 3, A.—Detail of Revenue, Salaries and Allowances in Ontario, within the Year ended 30th June, 1886.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
32 11	Mooresburg .....	16 00		
37 55	Moore's Falls .....	19 00		
62 00	Mooresville .....	20 00		
326 93	Moose Creek .....	120 00		
31 58	Moraviantown .....	16 00		
64 34	Moray .....	24 00		
201 01	Morewood .....	80 00		
120 49	Morganston .....	39 00		
10 00	Morley .....	10 00		
154 70	Morningdale Mills .....	48 50		
455 24	Morpeth .....	200 00		
3,665 94	Morrisburg .....	1,100 00	240 00	180 00
7 33	Morrisonville (from 1st Dec., 1885) .....	3 33		
269 70	Morrison .....	87 50		
147 99	Morton .....	60 00	6 00	
76 38	Morven .....	32 00		
110 47	Mosborough .....	43 00		
161 12	Moscow .....	43 00		
50 75	Mosside .....	23 00		
73 21	Mossley .....	30 00		
83 50	Motherwell .....	36 00		
321 96	Moulinette .....	125 00	40 00	
25 00	Moulton Station .....	16 00		
118 72	Mountain Grove .....	34 50		
76 82	Mountain View .....	19 00		
512 20	Mount Albert (*from 1st July, 1885) .....	200 00	*6 00	
24 38	Mount Albion .....	12 00		
438 33	Mount Brydges .....	180 00	6 00	
30 41	Mount Charles .....	24 00		
20 71	Mount Chesney .....	12 00		
314 39	Mount Elgin .....	120 00		
3,182 23	Mount Forest .....	1,000 00	80 00	160 00
49 07	Mount Healy .....	30 00		
32 52	Mount Hope .....	11 50		
34 96	Mount Horeb .....	23 00		
15 00	Mount Irwin .....	10 00		
214 68	Mount Pleasant .....	80 00		
31 13	Mount St. Louis .....	20 00		
29 21	Mount St. Patrick .....	16 00		
55 69	Mount Salem .....	24 00		
52 36	Mountsberg .....	20 00		
134 04	Mount Sherwood .....	50 00		
128 44	Mount Vernon .....	60 00		
27 28	Mount Wolf .....	12 00		
285 17	Muir Kirk .....	100 00		
12 45	Mulgrave .....	10 00		
83 55	Mull .....	28 00		
20 07	Mullifarry .....	16 00		
103 50	Mulmur .....	24 00		
157 75	Muncey .....	61 00		
51 15	Munroe's Mills .....	20 00		
78 96	Munster .....	31 50		
34 25	Murchison .....	17 50		
14 87	Murdoch .....	10 00		
59 53	Murilla Station .....	20 00		
144 35	Murray .....	60 00		
51 60	Murvale .....	28 00		



# A, IN REPORT No. 3, A.—Detail of Revenue, Salaries and Allowances in Ontario, within the Year ended 30th June, 1886.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
73 64	Muskoka Falls.....	37 50	16 00	.....
127 00	Muskoka Mills.....	57 50	.....	.....
50 87	Muskegburg.....	23 00	.....	.....
10 00	Myrehall.....	10 00	.....	.....
297 33	Myrtle.....	100 00	4 00	.....
70 92	Nairn.....	36 00	.....	.....
209 22	Nanticoke.....	81 50	.....	.....
52 50	Nantye.....	11 50	.....	.....
6,131 96	Napanee.....	1,800 00	160 00	280 00
125 29	Napanee Mills.....	50 00	.....	.....
4 34	Naphan.....	10 00	.....	.....
254 07	Napier.....	90 00	.....	.....
28 88	Napperton.....	14 00	.....	.....
101 30	Nashville.....	32 00	.....	.....
198 72	Nassagaweya.....	70 00	8 00	.....
70 29	Navan.....	20 00	.....	.....
567 57	Neebing.....	240 00	.....	.....
145 81	Nelles' Corners.....	48 00	.....	.....
116 92	Nelson.....	60 00	.....	.....
125 00	Nenagh.....	80 00	.....	.....
8 38	Netherby (1 Quarter).....	4 00	.....	.....
758 12	Neustadt (*including arrears).....	175 00	*30 00	.....
37 02	Newark.....	20 00	.....	.....
33 74	Newbliss.....	16 00	.....	.....
687 36	Newboro'.....	290 00	40 00	.....
45 70	New Boyne.....	15 00	.....	.....
84 40	Newbridge (*including arrears).....	50 00	*7 00	.....
629 11	Newburgh.....	230 00	.....	.....
585 84	Newbury.....	244 00	6 00	.....
11 69	New Carlow.....	10 00	.....	.....
1,142 46	Newcastle.....	420 00	72 00	60 00
83 58	Newcomb Mills.....	35 00	.....	.....
23 64	New Dublin.....	12 00	.....	.....
931 50	New Dundee.....	225 00	.....	.....
126 04	New Durham.....	50 00	.....	.....
443 05	New Edinburgh.....	200 00	.....	.....
105 06	New Germany.....	40 00	.....	.....
1,719 00	New Hamburg.....	540 00	24 00	80 00
13 00	Newholm.....	10 00	.....	.....
411 46	Newington.....	160 00	.....	.....
362 39	New Lowell.....	147 50	.....	.....
3,158 87	Newmarket.....	880 00	120 00	160 00
19 71	New Park.....	10 00	.....	.....
38 47	Newport.....	16 00	.....	.....
10 80	New Ross.....	10 00	.....	.....
203 86	Newry (*2 Quarters; discontinued).....	80 00	*6 00	.....
102 55	New Sarum.....	44 00	.....	.....
205 06	Newton.....	80 00	16 00	.....
176 29	Newton Brook.....	68 00	.....	.....
200 01	Newton Robinson.....	60 00	.....	.....
1,810 71	Niagara.....	540 00	72 00	120 00
3,270 47	Niagara Falls (*2 Quarters; discontinued).....	840 00	200 00	*60 00
1,189 95	Niagara Falls, South.....	420 00	.....	60 00
70 50	Nicolston.....	40 00	.....	.....
117 65	Nile.....	46 50	.....	.....
114 63	Nilestown.....	64 00	.....	.....

# A, IN REPORT No. 3, A.—Detail of Revenue, Salaries and Allowances in Ontario, within the Year ended 30th June, 1886.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
282 34	Nipissing (*from 1st Oct., 1885).....	95 00	*20 00	
50 18	Nissouri.....	20 09		
35 60	Nithburg.....	20 00		
113 02	Nixon.....	48 00		
64 81	Nober.....	10 00		
179 74	Nobleton.....	78 00	4 00	
167 21	Norham.....	77 50		
227 78	Norland.....	90 00	16 00	
216 73	Normandale.....	20 00		
386 34	North Augusta.....	140 00		
1,013 70	North Bay.....	145 00		
17 74	North Branch.....	12 00		
151 54	North Bruce.....	60 00		
208 02	North Buxton.....	69 00		
27 85	Northcote.....	12 00		
77 30	Northfield.....	28 00		
51 45	Northfield Centre.....	20 00		
65 65	North Glanford.....	27 00		
369 74	North Gower.....	140 00	6 00	
118 71	North Keppel.....	50 00		
300 51	North Lancaster.....	110 00		
190 96	North Mountain.....	10 00		
41 25	North Pelham.....	18 00		
282 42	Northport.....	110 00		
84 34	North Ridge.....	40 00		
47 05	North Seguin.....	20 00		
52 94	North Seneca.....	20 00	6 00	
22 00	North Valley.....	10 00		
184 20	North Williamsburg.....	64 00		
65 06	North Winchester.....	20 00		
94 00	Northwood.....	50 00		
33 44	Nortonville (from 1st July, 1885).....	7 50		
417 50	Norval.....	120 00		
63 50	Norway.....	32 00		
2,216 30	Norwich.....	700 00		120 00
1,759 45	Norwood.....	560 00	48 00	80 00
169 58	Nosbonsing.....	74 00		
371 85	Nottawa.....	144 50		
43 86	Nugent.....	20 00		
13 80	Oak Hill.....	10 00		
130 60	Oakland.....	52 00	21 00	
55 86	Oak Ridges.....	32 00		
1,937 70	Oakville.....	620 00	32 00	120 00
534 27	Oakwood.....	193 50		
	Oates.....	10 00		
34 74	Oban.....	16 00		
30 68	Oconto.....	11 50		
28 47	Odell.....	16 00		
530 12	Odessa.....	180 00	72 00	
87 00	Offa.....	32 00		
11 75	Ogemah.....	16 00		
47 61	Obsweken.....	16 00		
586 43	Oil City.....	220 00	4 00	
617 59	Oil Springs.....	180 00		
35 54	Oldcastle (7 Quarters).....	28 00		
40 25	Oldfield.....	28 00		



# A, IN REPORT NO. 3, A.—Detail of Revenue, Salaries and Allowances in Ontario, within the Year ended 30th June, 1886.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts		\$ cts.	\$ cts.	\$ cts.
108 46	Olinda .....	40 00		
22 92	Oliphant .....	16 00		
10 90	Oliver .....	10 00		
109 95	Omagh .....	47 50		
913 05	Omeme .....	400 00	16 00	40 00
112 86	Ompah .....	30 00		
173 92	Oneida .....	43 00	6 00	
175 94	Onondaga .....	70 00		
4,431 31	Orangeville .....	1,100 00	72 00	180 00
63 97	Oranmore .....	10 00		
143 71	Orchard .....	56 00	12 00	
46 60	Oriel .....	15 00		
6,333 63	Orillia .....	1,500 00	150 00	240 00
63 32	Orkney .....	28 00		
107 70	Orleans .....	32 00		
102 70	Ormond .....	34 50		
129 94	Ormsby (late Rathburn Station; *from 1st July, '85)	32 64	*9 00	
1,040 73	Orono .....	360 00		40 00
45 59	Oro Station .....	16 00		
317 20	Orr Lake .....	74 00		
135 00	Orton .....	37 50		
112 04	Orwell .....	50 00	6 00	
53 74	Osaca .....	30 00		
61 24	Osborne .....	27 50		
269 32	Osceola .....	115 00	8 00	
139 62	Osgoode Station .....	50 00		
5,599 45	Oshawa .....	1,400 00	80 00	240 00
21 00	Ostman .....	16 00		
296 18	Osnabrock Centre .....	80 00		
69 40	Oso Station .....	36 00	16 00	
107 78	Ospringe .....	36 00		
20 89	Ossa .....	12 00		
12 93	Ossian .....	10 00		
39 04	Ostrander .....	20 00		
43,845 91	Ottawa (salaries and expenses entered elsewhere)...			
687 78	Otterville .....	260 00		
	Oungah .....	16 00	12 00	
51 44	Oustic .....	20 00		
78 38	Oavry .....	24 00		
7 96	Overton .....	10 00		
6,851 24	Owen Sound .....	1,800 00	160 00	280 00
129 66	Oxenden .....	40 00		
63 64	Oxford Centre .....	24 00		
471 19	Oxford Mills (*3 Quarters; discontinued)....	135 00	*12 00	
60 94	Oxford Station .....	24 00		
125 45	Oxley (3 Quarters) .....	48 00		
21 77	Oxmead .....	12 00		
152 66	Painswick .....	44 00		
2,247 82	Paisley .....	820 00	90 00	120 00
1,075 74	Pakenham .....	355 00	24 00	40 00
187 61	Palermo .....	95 00	16 00	
185 77	Palgrave .....	57 50	14 00	
23 41	Palmer Rapids .....	14 00		
1,783 32	Palmerston .....	600 00	80 00	80 00
147 88	Palmyra .....	70 00		
80 87	Panmure .....	32 00		



# A, IN REPORT No. 3, A.—Detail of Revenue, Salaries and Allowances in Ontario, within the Year ended 30th June, 1886.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
83 78	Parham .....	46 00	8 00	
4,081 79	Paris .....	1,060 00	80 00	200 00
778 02	Paris Station .....	280 00	24 00	
1,260 10	Parkdale .....	400 00		60 00
117 74	Parker .....	40 00		
85 71	Park Head .....	24 00		
2,663 77	Park Hill .....	800 00	140 00	140 00
26 83	Parma .....	20 00		
250 38	Parry Harbor .....	150 00		
1,132 22	Parry Sound .....	400 00	150 00	40 00
100 59	Patillo .....	40 00		
1,062 33	Patterson .....	265 00		
29 50	Paudash .....	16 00		
41 07	Peabody .....	16 00		
14 10	Pearceley .....	10 00		
6 30	Peebles .....	10 00		
27 63	Peepabun .....	12 00		
75 54	Pefferlaw .....	30 00		
197 96	Pelee Island .....	63 00		
23 15	Pelham Union .....	12 00		
5,637 83	Pembroke .....	1,360 00	220 00	220 00
212 88	Pendleton .....	70 00		
1,812 06	Penetanguishene .....	560 00	14 00	80 00
8 02	Peninsula Harbor (1 Quarter; closed 31st Mar., '85)	3 20		
20 95	Pentland .....	11 50		
18 60	Penville .....	26 00		
20 05	Perch Station .....	14 00		
16 70	Perivale .....	16 00		
87 00	Pern .....	29 00		
27 07	Perretton .....	16 00		
11 93	Perry .....	10 00		
76 61	Perrytown .....	34 50		
4,728 92	Perth .....	1,260 00	240 00	200 00
84 66	Perth Road .....	24 50		
29 88	Petawawa .....	16 00		
11,795 58	Peterborough .....	2,800 00	200 00	440 00
151 64	Petersburg .....	67 50	80 00	
11 40	Peterson's Corners .....	10 00		
205 68	Petersville .....	80 00		
116 16	Petherton .....	36 00		
4,857 85	Petrolia .....	1,100 00	16 00	180 00
19 79	Petworth .....	10 00		
15 56	Pevensey .....	11 50		
307 88	Phelpston .....	87 50	10 00	
64 09	Philipsburg, West .....	40 00		
185 49	Phillipsville .....	57 50		
23 87	Phillipston .....	12 00		
892 00	Pickering .....	340 00		40 00
4,672 34	Pictou .....	1,300 00	300 00	240 00
22 67	Pike Bay .....	16 00		
25 37	Pike Creek .....	16 00		
28 75	Pine Dale .....	16 00		
130 20	Pine Grove .....	48 50		
78 87	Pine Orchard .....	31 50		
87 37	Pine River .....	40 00		
438 74	Pinkerton .....	155 00		
32 07	Pitt's Ferry .....	11 50		

# A, IN REPORT No. 3, A.—Detail of Revenue, Salaries and Allowances in Ontario, within the Year ended 30th June, 1886.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
53 24	Pittston.....	16 00		
141 86	Plainfield.....	43 00	10 00	
110 57	Plainville.....	44 00		
683 47	Plantagenet.....	195 00	40 00	
974 97	Plattsville (*from 1st July, 1885).....	300 00		*30 00
38 14	Playfair.....	14 00		
23 26	Pleasant Valley.....	16 00		
263 90	Plevna.....	75 00		
34 23	Plover Mills.....	11 50		
19 05	Plum Hollow.....	18 00		
50 55	Point Alexander.....	30 00		
13 15	Pointe aux Pins.....	10 00		
864 25	Point Edward.....	420 00		60 00
16 02	Point Kaye.....	10 00		
3 33	Point Mainaise (closed 31st July, 1885).....	10 00		
	Point Petre.....	10 00		
24 36	Point Traverse.....	12 00		
19 44	Poland.....	16 00		
35 57	Pomona.....	15 50		
27 77	Pond Mills.....	12 00		
44 50	Ponsonby.....	24 00		
225 47	Pontypool (*from 1st Nov., 1885).....	35 00	*20 00	
109 50	Poole.....	40 00		
17 88	Poplar.....	11 50		
12 14	Poplar Grove.....	10 00		
105 00	Poplar Hill.....	39 00		
124 16	Port Albert.....	50 00		
95 64	Port Alma.....	17 50		
5,274 84	Port Arthur.....	2,400 00	200 00	440 00
46 71	Port Bruce.....	24 00		
596 69	Port Burwell.....	280 00	72 00	
377 95	Port Carling.....	140 00	8 00	
71 05	Port Cockburn (special allowance for season 1884).....	19 50	*20 00	
1,687 58	Port Colborne.....	560 00	60 00	100 00
180 66	Port Credit.....	76 00		
633 78	Port Dalhousie.....	240 00		
1,553 65	Port Dover.....	480 00		60 00
2,032 33	Port Elgin.....	600 00	24 00	100 00
154 29	Port Elmsley.....	30 00		
93 36	Porter's Hill.....	32 00		
80 58	Port Finlay.....	23 42		
41 22	Port Franks.....	12 00		
57 39	Port Granby.....	24 00		
6,761 30	Port Hope (*7 Months; discontinued).....	2,000 00	240 00	*186 67
353 47	Port Lambton.....	150 00		
252 71	Portland.....	87 50		
20 61½	Port Maitland (closed 30th April; re-opened 1st July, 1885).....	11 83		
74 36	Port Nelson.....	22 00		
2,906 75	Port Perry.....	820 00	30 00	120 00
413 39	Port Robinson.....	174 00		
882 39	Port Rowan.....	385 00	50 00	40 00
93 16	Port Royal.....	40 00		
105 82	Port Ryerse.....	47 50		
70 00	Port Sandfield.....	23 00		
132 79	Port Severn.....	40 00		
327 98	Portsmouth.....	60 00		



# A, IN REPORT No. 3, A.—Detail of Revenue, Salaries and Allowances in Ontario, within the Year ended 30th June, 1886.

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Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
701 09	Port Stanley.....	300 00		
269 76	Port Sydney.....	95 00	8 00	
15 09	Port Talbot.....	16 00		
33 48	Port Union.....	15 00		
29 97	Pottageville.....	16 00		
216 99	Powassan.....	22 00		
12 00	Powell.....	12 00		
63 78	Preneveau.....	17 50		
4,018 49	Prescott.....	1,236 00	460 00	60 00
137 55	Presqu' Isle (*from 1st Oct., 1885).....	48 00	*2 00	
1,832 71	Preston.....	520 00	36 00	80 00
43 96	Price's Corners.....	20 00		
608 33	Priceville.....	240 00	6 00	
130 47	Primrose.....	48 00	8 00	
146 26	Prince Albert (3 Quarters).....	67 50		
634 12	Princeton.....	235 00		
66 00	Prinyer.....	36 00		
74 00	Prospect.....	28 00		
115 07	Providence Bay.....	40 00		
59 03	Purbrook.....	24 00		
10 13	Purdy.....	10 00		
7 79	Purple Grove.....	10 00		
20 46	Purple Hill.....	12 00		
18 00	Purple Valley.....	10 00		
61 60	Purpleville.....	24 00		
151 21	Puslinch.....	80 00	8 00	
111 56	Putnam.....	40 00	12 00	
43 60	Queen Hill.....	23 00		
186 92	Queensboro'.....	80 00		
212 00	Queenston.....	120 00		
333 41	Queensville.....	135 00	10 00	
54 57	Quinn.....	17 50		
6 52	Rabbit Mountain (from 1st Jan., 1886).....	2 50		
174 50	Raglan.....	95 00		
126 36	Railton.....	24 00		
106 19	Rainham.....	48 00	8 00	
70 78	Rainham Centre.....	30 00		
39 89	Rama.....	24 00		
35 80	Ramsay's Corners.....	16 00		
9 20	Randolph (late St. Alban's; from 1st Dec., 1885).....	3 33		
103 50	Randwick.....	39 00		
63 07	Ranelagh.....	20 00		
41 35	Rankin.....	16 00	6 00	
14 66	Raper.....	12 00		
56 00	Rathburn.....	24 00		
160 24	Ratho.....	80 00		
172 69	Ravenna.....	47 50		
10 00	Ravenscliffe.....	10 00		
114 78	Ravenshoe.....	46 00		
74 11	Ravenswood.....	40 00		
9 15	Ravensworth.....	10 00		
46 06	Raymond.....	16 00		
49 40	Reaboro'.....	24 00		
93 16	Read.....	36 00		
34 37	Reading.....	28 50		



# A, IN REPORT No. 3, A.—Detail of Revenue, Salaries and Allowances in Ontario, within the Year ended 30th June, 1886.

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Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
53 50	Reay .....	32 00		
22 94	Rebecca .....	22 00		
72 53	Red Bay .....	22 50		
115 55	Rednersville .....	42 00		
123 91	Red Rock .....	50 00		
41 46	Red Wing .....	16 00		
24 04	Redwood .....	11 50		
36 12	Reid's Mills .....	16 00		
33 47	Relessey .....	20 00		
64 19	Renforth .....	24 00		
3,074 47	Renfrew .....	800 00	100 00	140 00
61 98	Renton .....	20 00		
27 63	Renton Station .....	24 00		
37 87	Restoule .....	12 00		
208 74	Riceville .....	77 50	12 00	
261 91	Richard's Landing (*including arrears) .....	102 50	*5 00	
958 36	Richmond Hill .....	360 00		40 00
244 47	Richmond, West .....	130 00		
21 06	Richview .....	12 00		
135 72	Richwood .....	72 00		
3,134 95	Ridgetown .....	800 00		140 00
141 10	Ridgeville .....	64 00		
683 36	Ridgeway .....	240 00	32 00	
96 58	Ridley .....	40 00		
73 56	Rimington .....	30 00		
157 10	Ringwood .....	60 00		
1,005 74	Ripley (*including arrears) .....	320 00	*7 50	40 00
237 15	Riverbank .....	70 00		
138 48	Riversdale .....	60 00		
665 90	Riverside .....	190 00		
54 91	Riverstown .....	30 00	4 00	
86 23	Riverview .....	24 00		
82 68	Roach's Point .....	40 00		
97 48	Roblin .....	43 00		
26 02	Rob Roy .....	10 00		
316 75	Rochesterville .....	97 50		
16 51	Rockfield .....	10 00		
88 04}	Rockford .....	28 00		
150 89	Rockingham .....	60 00	50 00	
494 19	Rockland .....	160 00		
	Rockcliffe .....	47 50		
140 10	Rocklyn (*from 1st July, 1885) .....	46 00	*3 00	
115 97	Rockport .....	41 00		
21 17	Rockside .....	14 00		
63 57	Rock Springs .....	18 00		
242 66	Rockton .....	60 00	16 00	
650 63	Rockwood .....	260 00		
19 63	Rocky Saugeen (from 1st July, 1885) .....	7 50		
86 79	Rodgerville .....	40 00		
1,024 32	Rodney .....	360 00	10 00	40 00
33 36	Roebuck .....	12 00		
10 75	Romily .....	10 00		
98 60	Romney .....	60 00		
64 55	Rondeau .....	27 50		
74 77	Ronson .....	34 50		
30 55	Rosedale .....	18 00		
41 50	Rosedene .....	16 00		

# A, IN REPORT No. 3, A.—Detail of Revenue, Salaries and Allowances in Ontario, within the Year ended 30th June, 1886.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
44 36	Rosehall .....	20 00		
396 12	Rosemont .....	160 00	28 00	
206 47	Roseneath .....	80 00		
16 22	Rosetta .....	12 00		
104 09	Roseville .....	40 00		
167 97	Roslin .....	70 00	4 00	
11 02	Ross .....	12 00		
367 18	Rosseau .....	155 00	80 00	
29 79	Rosseau Falls .....	16 00		
73 20½	Rossmore (closed 31st Oct., 1885; re-opened 1st March, 1886) .....	32 00		
69 15	Ross Mount .....	32 00		
70 30	Rostock .....	28 00		
24 24	Rothies .....	12 00		
351 02	Rothsay .....	150 00		
20 00	Rouge Hill .....	12 00		
7 75	Round Lake .....	10 00		
24 38	Round Plains (*including arrears) .....	*30 42		
80 59	Routhier .....	23 00		
121 57	Rowan Mills .....	28 00		
96 00	Rowena .....	30 00		
95 10	Rugby .....	40 00	16 00	
20 14	Ruscom River .....	20 00		
127 77	Ruscom Station .....	40 00		
13 36	Rush Point .....	10 00		
43 26	Ruskview .....	18 00		
56 64	Russeldale .....	24 00		
452 75	Russell .....	170 00	24 00	
10 24	Russeton .....	10 00		
133 40	Rutherford .....	48 00		
224 76	Ruthven (*from 1st July, 1885) .....	100 00	*9 00	
83 36	Ryckman's Corners .....	29 50		
34 64	Rydal Bank .....	32 00		
19 97	Rye .....	16 00		
13 00	Rylstone .....	12 00		
113 71	St. Agatha .....	48 00		
140 90	St. Albert .....	54 50		
20 98	St. Amour .....	11 50		
91 37	St. Andrew's, West .....	57 50		
72 94	St. Anne de Prescott (late Beaver) .....	17 50		
130 75	St. Ann's .....	48 00		
67 01	St. Augustine .....	23 00		
12,918 67	St. Catharine's .....	3,400 00	96 00	
60 90	St. Clair Siding .....	36 00		
190 77	St. Clement's .....	64 00		
233 60	St. David's .....	75 00		
145 98	St. Elmo .....	50 00		
444 80	St. Eugene .....	180 00		
1,045 51	St. George, Brant .....	340 00		40 00
172 21	St. Helen's .....	72 00		
266 54	St. Isidore de Prescott .....	69 00		
34 43	St. Ives .....	16 00		
375 63	St. Jacob's .....	180 00		
113 50	St. James' Park .....	47 50		
63 13	St. Joachim .....	24 00		
47 28	St. John's, West .....	20 00		



**A, IN REPORT No. 3, A.—Detail of Revenue, Salaries and Allowances in Ontario, within the Year ended 30th June, 1886.**

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
11 05	St. Lawrence .....	10 00		
4,635 03	St. Mary's .....	1,300 00	12 00	200 00
53 50	St. Ola .....	12 00		
64 00	St. Patrick .....	19 00		
54 29	St. Paul's Station .....	28 00		
111 69	St. Raphael, West .....	47 00		
13,803 27	St. Thomas West (*4 Months; discontinued) .....	3,600 00	120 00	*186 67
248 25	St. Williams .....	140 00		
58 19	Sable .....	19 00		
38 00	Sadowa (*including arrears) .....	*18 00		
19 69	Sabanatien .....	10 00		
98 18	Saintfield .....	40 00		
255 06	Salem .....	120 00		
155 09	Salford .....	60 00		
37 61	Salmon Point .....	16 00		
67 65	Salmonville (*including arrears) .....	*37 50	6 00	
92 28	Saltford .....	36 00		
79 40	Sand Bay .....	11 50		
23 91	Sandfield .....	24 00		
95 36	Sandford .....	40 00		
137 37	Sand Hill .....	54 50		
74 86	Sandhurst .....	36 00		
258 35	Sand Point .....	99 50	120 00	
642 90	Sandwich .....	276 50		100 00
9 95	Sangster .....	10 00		
14 89	Sarepta .....	10 00		
17 82	Sarginson .....	10 00		
6,977 07	Sarnia .....	1,900 00	200 00	320 00
67 93	Sarsfield .....	24 00		
	Sauble Falls .....	10 00		
961 28	Saugeen .....	372 00	80 00	40 00
691 25	Sault Ste. Marie .....	360 00	80 00	48 00
60 70	Saurin .....	32 00		
102 03	Scarboro' .....	42 00		
102 00	Scarboro' Junction .....	44 00		
99 22	Scarlet Hill .....	30 00		
601 55	Schomberg .....	210 00		
41 28	Scone .....	18 00		
47 36	Scotch Block .....	24 00		
34 34	Scotch Line .....	11 50		
216 05	Scotia .....	45 00		
273 49	Scotland .....	124 00		
47 05	Scouten .....	11 50		
37 70	Scugog .....	19 00		
4,593 16	Seaforth .....	1,210 00	180 00	200 00
188 22	Seagrave .....	60 00		
27 93	Sea Gull .....	14 50		
124 03	Seaton .....	44 00		
165 31	Sebright (*including arrears) .....	56 00	*9 00	
517 74	Sebringville .....	200 00	36 00	
18 45	Seckerton .....	10 00		
282 59	Seeley's Bay (*including arrears) .....	100 00	*37 50	
14 25	Seely .....	10 00		
38 83	Sequin Falls .....	24 00	6 00	
115 50	Selby .....	47 00		
507 95	Selkirk .....	230 00		
44 05	Selton (closed 30th April, re-opened 1st June, 1885) .....	36 66		



# A, IN REPORT No. 3, A—Detail of Revenue, Salaries and Allowances in Ontario, within the Year ended 30th June, 1886.

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Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
80 12	Selwyn.....	30 00		
163 54	Serpent River (from 1st June, 1885).....	46 78		
377 24	Severn Bridge.....	140 00		
14 21	Seville.....	10 00		
516 41	Shakespeare.....	200 00	16 00	
80 31	Shamrock.....	19 00		
4 39	Shanick (closed 30th Sept., 1885).....	5 00		
74 29	Shanly.....	27 00		
14 54	Shannon Hall.....	10 00		
476 33	Shannonville.....	200 00	16 00	
206 57	Shanty Bay.....	64 00		
423 50	Sharbot Lake.....	180 00		
171 62	Sharon.....	72 00		
11 58	Sharpton.....	10 00		
293 18	Shedden.....	100 00	16 00	
182 56	Sheffield.....	70 00		
24 43	Sheguindah.....	55 00		
1,888 07	Shelburne.....	500 00	36 00	80 00
32 10	Sheldon.....	12 00		
59 22	Sheppardton.....	20 00		
88 15	Sheridan.....	36 00		
131 02	Sherkston.....	51 50		
52 50	Sherwood.....	30 00		
100 79	Sherwood Springs.....	10 00		
29 96	Shetland.....	36 00		
52 32	Shiloh.....	15 00		
27 41	Shipka (5 Quarters).....	18 00		
20 67	Shipley.....	16 00		
6 12	Shirley.....	16 00		
34 95	Shouldice (from 1st Aug., 1885).....	6 66		
15 62	Shrigley.....	15 50		
28 84	Shrubmount.....	10 00		
25 50	Sidney Crossing.....	16 00		
39 00	Sillsville.....	16 00		
57 17	Siloam.....	45 00		
8 21	Silver Hill.....	10 00		
9 44	Silver Islet (closed 30th Sept., 1885).....	10 00		
45 98	Silver Lake.....	17 50		
4,352 64	Silver Water.....	1,360 00	300 00	220 00
53 30	Simcoe.....	20 00		
23 67	Sinclairville.....	5 00		
288 21	Sine (from 1st Oct., 1885).....	126 00	36 00	
113 85	Singhampton.....	48 00		
29 50	Skead's Mills.....	12 00		
49 14	Skipness.....	20 00		
33 20	Skye.....	16 00		
125 58	Sleswick.....	48 00		
3,762 72	Smithfield.....	1,000 00	16 00	160 00
6 37	Smith's Falls.....	10 00		
764 09	Smithurst.....	260 00	8 00	
60 42	Smithville.....	30 00		
61 29	Snake River.....	30 00		
251 19	Solana.....	80 00		
78 00	Solmesville.....	18 00		
193 72	Solway.....	100 00	24 00	
131 28	Sembra.....	49 00		
	Sonya.....			

A, IN REPORT No. 3, A.—Detail of Revenue, Salaries and Allowances in Ontario, within the Year ended 30th June, 1886.

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Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
69 32	Soperton .....	14 50		
25 40	South Bay .....	14 00		
150 16	South Cayuga .....	60 00		
50 77	South Douro .....	26 00		
35 77	South Dummer .....	24 00		
81 63	South End .....	40 00		
264 90	South Finch .....	87 50		
28 74	South Gloucester .....	15 00		
165 01	South Gower .....	50 00		
232 29	South Indian .....	60 50		
23 30	South Lake .....	16 00		
158 60	South Lancaster .....	80 00		
126 02	South March (*including arrears) .....	*52 00		
61 33	South Middleton .....	30 00		
163 87	South Monaghan .....	60 00		
345 76	South Mountain .....	135 00		
132 54	South River .....	10 00		
57 36	Southwold Station .....	20 00		
401 12	South Woodslee .....	140 00		
85 55	South Zorra .....	40 00		
13 43	Spaffordton .....	16 00		
200 94	Spanish River .....	69 00		
34 00	Sparrow Lake .....	12 00		
370 15	Sparta .....	160 00		
42 08	Speedside .....	20 00		
101 02	Spence .....	50 00	12 00	
430 32	Spencerville .....	150 00	20 00	
18 15	Speyside .....	18 00		
10 56	Spies .....	10 00		
149 99	Spring Arbor .....	29 50		
107 18	Springbank .....	36 00		
251 91	Spring Brook .....	80 00		
689 21	Springfield .....	235 00		
330 73	Springford .....	110 00		
136 08	Springvale .....	40 00		
46 20	Spring Valley .....	20 00		
87 60	Springville .....	46 00		
32 23	Sprucedale (*from 1st July, 1885) .....	10 00	*4 50	
61 50	Spry .....	23 00	4 00	
172 66	Staffa .....	60 00		
27 71	Stafford .....	12 00		
245 43	Stamford .....	107 50		
33 48	Stanleydale .....	26 00		
46 24	Stanley's Mills .....	25 50		
39 31	Stanleyville .....	14 10		
116 00	Stanton .....	50 00		
29 50	Stanwood .....	11 50		
72 03	Stardale .....	20 00		
19 00	Starkville .....	16 00		
20 21	Star Lake .....	14 00		
33 20	Starrat .....	18 00		
2,099 26	Stayner .....	600 00	10 00	80 00
41 50	Steele (5 Quarters) .....	22 50	5 00	
257 74	Stella .....	96 00		
299 51	Stevensville .....	115 00		
56 68	Stewart .....	32 00		
43 95	Stewart Bay .....	16 00		



# A, IN REPORT No. 3, A.—Detail of Revenue, Salaries and Allowances in Ontario, within the Year ended 30th June, 1886.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
91 06	Stewartville.....	36 00		40 00
1,198 94	Stirling.....	420 00	32 00	
82 96	Stirling Falls.....	26 00		
99 26	Stirton.....	46 00	72 00	
251 21	Stittsville.....	90 00		
25 30	Stockdale.....	16 00		
92 41	Stoco.....	40 00	6 00	
68 95	Stokes' Bay (*including arrears).....	*30 50		
34 61	Stoneleigh.....	16 00		
0 09	Stoneton (closed; arrears of revenue).....		32 00	
232 84	Stony Creek.....	90 00		
19 77	Stony Lake.....	12 00		
211 65	Stony Point.....	90 00	80 00	40 00
1,292 10	Stouffville.....	420 00		
92 36	Strabane.....	48 00		
16 53	Strader's Hill.....	10 00		
154 36	Stratfordville.....	77 50		
92 69	Strange.....	40 00		
23 61	Strangfield.....	11 50		
68 45	Strasbourg.....	34 50		
8,972 62	Stratford.....	2,700 00	150 00	
36 26	Strathallan.....	30 00		
54 88	Strathavon.....	20 00		
83 39	Strathburn.....	32 00		
41 16	Strathnairn.....	12 00		
4,955 76	Strathroy.....	1,300 00	72 00	220 00
906 00	Streetsville.....	360 00		40 00
104 33	Stromness.....	46 00		
254 86	Stroud.....	100 00		
205 04	Sturgeon Bay.....	64 00		
525 40	Sturgeon Falls.....	60 00		
16 00	Sturgeon Point.....	16 00		
642 07	Sudbury.....	279 78		
227 07	Sullivan.....	80 00		
108 49	Summerstown.....	44 00		
401 80	Summerville.....	50 00		
65 73	Sunbury.....	31 50		
860 21	Sunderland.....	280 00		
536 35	Sundridge.....	47 50		
35 16	Sunnidale.....	14 00		
94 00	Sunnidale Corners.....	24 00		
45 42	Sunshine.....	15 00		
138 95	Sutherland's Corners (*from 1st July, 1885).....	60 00	*3 00	
865 57	Sutton, West.....	320 00	30 00	40 00
106 20	Sweaburg.....	46 00		
60 07	Sweet's Corners.....	24 00		
44 40	Swindon (*including arrears).....	*13 33		
13 79	Switzerville.....	10 00		
407 63	Sydenham (*including arrears).....	*161 00	24 00	
45 98	Sykeston.....	24 00		
147 85	Sylvan.....	59 50		
75 63	Talbotville Royal.....	40 00		
755 57	Tamworth.....	335 00	25 00	40 00
59 33	Tansley.....	16 59		
60 16	Tapleytown.....	28 00		
1,433 93	Tara.....	480 00	12 00	60 00



# A, IN REPORT No. 3, A.—Detail of Revenue, Salaries and Allowances in Ontario, within the Year ended 30th June, 1886.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
27 00	Tarbert .....	12 00		
45 03	Tatlock .....	12 00		
60 35	Taunton .....	34 50		
952 26	Tavistock .....	295 00		
76 75	Tayside .....	32 00		
168 66	Tecumseh .....	56 00	6 00	
1,414 43	Teeswater .....	470 00		60 00
340 78	Teeterville .....	87 50		
36 32	Tehkummah .....	20 00	16 00	
15 28	Telfer .....	12 00		
84 44	Temperanceville .....	34 00		
24 01	Tempo .....	20 00		
1 12	Tenby Bay (closed 31st July, 1885) .....	3 33		
7 89	Tennyson .....	10 00		
59 88	Teston .....	25 50		
100 69	Teviotdale .....	40 00		
416 66	Thamesford .....	150 00		
1,455 82	Thamesville .....	560 00	16 00	80 00
43 85	Thanet .....	24 00	16 00	
83 34	The Brook .....	23 00		
930 25	Thedford .....	400 00	20 00	40 00
89 00	The Grange .....	28 00		
30 83	The Grove .....	16 00		
41 83	The Ridge .....	15 50		
335 94	Thessalon .....	120 00	12 00	
123 19	Thistle town .....	50 00		
196 73	Thomasburg .....	60 00		
29 85	Thompson .....	11 50		
169 07	Thompsonville .....	59 00		
1,279 57	Thornbury .....	420 00		40 00
50 60	Thorncliffe .....	16 00		
317 16	Thornedale .....	120 00	12 00	
649 04	Thornhill .....	140 00	32 00	
350 00	Thornton .....	120 00	14 00	
12 60	Thornycroft .....	12 00		
2,338 39	Thorold .....	720 00		120 00
15 04	Thorpe (from 1st June, 1885) .....	8 33		
56 50	Throoptown .....	17 50		
40 91	Thwaite .....	40 00		
107 01	Tiebborne .....	30 00		
1,588 22	Tilbury Centre .....	285 00	6 00	
18 18	Tilly .....	10 00		
2,375 70	Tilsonburg .....	860 00	360 00	140 00
26 17	Tilton .....	11 50		
37 98	Tintern .....	24 00		
107 63	Tioga .....	40 00		
370 65	Tiverton .....	320 00	10 00	40 00
37 50	Tobermory .....	11 50		
314 22	Toledo .....	123 00		
27 70	Topping .....	16 00		
92 71	Tormore .....	40 00		
5,753 05	Toronto (salaries and expenses entered elsewhere) .....	20 00		
36 59	Torrance .....	355 00	40 00	40 00
1,082 36	Tottenham .....	18 00		
46 19	Townsend Centre .....	10 00		
18 21	Toy's Hill .....	52 00	16 00	
115 04	Trafalgar .....			

# A, IN REPORT No. 3, A.—Detail of Revenue, Salaries and Allowances in Ontario, within the Year ended 30th June, 1886.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts	\$ cts	\$ cts.
46 00	Trafford.....	15 00		
32 00	Tralee.....	16 00		
59 45	Tramore.....	16 00		
104 19	Traverston.....	36 00		
84 46	Treadwell (11 Months and 22 Days).....	36 11		
58 09	Trecastle.....	30 00		
58 03	Trent Bridge.....	16 00		
4,376 45	Trenton.....	1,000 00	200 00	160 00
20 04	Trout Lake.....	14 00		
180 12	Trowbridge.....	60 00		
164 00	Troy.....	60 00		
56 03	Trudell.....	40 00		
25 34	Tuam (*including arrears).....	*21 00		
37 17	Tuftsville.....	11 50		
83 57	Tullamore.....	32 00		
111 00	Tupperville.....	20 50		
86 43	Turin.....	36 00		
12 84	Turtle Lake.....	12 00		
191 77	Tuscarora.....	69 00		
700 08	Tweed (*including arrears).....	290 00	*31 66	
25 94	Tweedside.....	16 00		
51 13	Twin Elm.....	11 50		
59 38	Tyneside.....	19 00		
110 38	Tyreconnell.....	46 00		
164 82	Tyrone.....	70 00		
43 41	Tyrell.....	28 00		
103 56	Udora.....	36 00		
252 37	Uffington.....	115 00	10 00	
29 49	Uford.....	12 00		
68 54	Uthoff.....	20 00		
25 31	Ullswater.....	16 00		
42 06	Umfraville (*2 Quarters; discontinued).....	16 00	*2 00	
326 28	Underwood.....	140 00		
254 78	Union.....	99 00		
27 00	Union Springs.....	12 00		
503 42	Unionville.....	169 00	80 00	
127 98	Uphill.....	43 00		
135 98	Uplands (*including arrears).....	34 00	*28 00	
44 84	Upper.....	16 00		
137 80	Uptergrove.....	60 00		
43 39	Ursa.....	16 00		
102 76	Utica.....	36 00		
24 92	Utoka.....	11 50		
120 14	Utopia.....	50 00		
229 28	Utterson.....	62 00	70 00	
33 79	Uttoxeter.....	16 00		
3,362 39	Uxbridge.....	950 00	32 00	160 00
44 44	Vacchell.....	18 00		
61 33	Valens.....	11 50		
93 64	Valentia.....	40 00		
160 54	Valetta.....	82 50		
76 18	Vallentyne.....	31 50		
24 57	Vanatter (*including arrears).....	*12 50		
45 71	Vanbrugh.....	40 00		
44 01	Vancamp Mills.....	16 00		



# A, IN REPORT No. 3, A.—Detail of Revenue, Salaries and Allowances in Ontario, within the Year ended 30th June, 1886.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
59 24	Vandecar.....	24 00		
66 34	Vandeleur.....	27 00		
282 03	Vanessa.....	77 50		
10 91	Van Horn.....	11 50		
1,549 81	Vankleek Hill.....	440 00	24 00	60 00
110 12	Vankoughnet.....	40 00		
47 64	Vannack.....	16 00		
29 50	Vanvlack.....	16 00		
52 32	Varency.....	20 00		
312 81	Varna.....	97 50		
93 75	Varney (*from 1st July, 1885).....	35 00	*3 00	
74 96	Vasey.....	40 50		
71 41	Vellore.....	24 00		
92 44	Vennacher.....	36 50		
117 32	Ventnor.....	39 00		
42 46	Ventry.....	12 00		
30 78	Verdun.....	12 00		
86 12	Vereker.....	32 00	8 00	
194 98	Vernon.....	69 00		
75 09	Vernonville.....	40 00		
221 95	Verona.....	69 00		
100 33	Verschoyle.....	60 00		
32 33	Vert Island.....	11 50		
93 84	Vesta.....	36 00		
24 01	Victor (from 1st Jan., 1886).....	2 50		
0 03	Victoria Corners.....	16 00		
342 97	Victoria Harbor.....	140 00		
511 12	Victoria Road.....	200 00	16 00	
117 26	Victoria Square.....	44 00		
413 40	Vienna.....	250 00	4 00	
33 72	Vigo.....	20 00		
185 25	Villa Nova.....	70 00		
34 34	Villiers.....	12 00		
58 71	Vine.....	24 00		
24 81	Violet.....	16 00		
47 43	Violet Hill.....	20 00		
133 04	Virgil.....	47 00		
19 73	Virginia.....	11 50		
417 66	Vittoria.....	200 00	16 00	
83 51	Vivian.....	40 00		
72 35	Vroomanton.....	30 00		
54 59	Vyner.....	20 00		
36 13	Wabash.....	11 50		
38 09	Wagram.....	16 00		
125 65	Waldemar.....	70 00		
471 04	Wales.....	180 00	120 00	
61 50	Walker's.....	24 00		
15 21	Walker's Point.....	10 00		
4,516 68	Walkerton.....	1,200 00	200 00	200 00
755 97	Walkerville.....	270 00		
78 60	Wallace.....	30 00		
2,189 47	Wallaceburg.....	600 00	60 00	80 00
637 91	Wallacetown.....	235 00	16 00	
98 78	Wallbridge.....	44 00		
64 15	Wallenstein.....	20 50		
14 17	Waller.....	10 00		



# A, IN REPORT No. 3, A.—Detail of Revenue, Salaries and Allowances in Ontario, within the Year ended 30th June, 1886.

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Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
27 01	Walmer.....	16 00		
66 66	Walnut.....	20 00		
142 16	Walsh.....	50 00		
261 15	Walsingham Centre.....	87 50		
149 44	Walter's Falls.....	49 50		
271 09	Walton.....	75 00		
143 74	Wanstead.....	58 00	16 00	
58 03	Warburton.....	19 00		
636 54	Wardville.....	300 00		
26 36	Wareham.....	12 00		
38 83	Warina.....	12 00		
20 65	Wariston.....	12 00		
1,043 33	Warkworth.....	380 00		40 00
189 01	Warminster.....	57 00	12 00	
39 62	Warner.....	16 00		
261 71	Warsaw.....	100 00		
33 51	Wartburg.....	16 00		
229 66	Warwick, West.....	84 00		
279 34	Washago.....	97 50	8 00	
74 62	Washburn.....	24 00		
220 89	Washington.....	90 00		
684 60	Waterdown.....	250 00		
1,622 53	Waterford.....	540 00	80 00	80 00
3,197 66	Waterloo, West.....	1,100 00	16 00	160 00
33 13	Watertown.....	10 00		
1,954 56	Watford.....	620 00	30 00	80 00
118 89	Watson's Corners.....	57 50		
18 00	Wattenwyl.....	10 00		
21 25	Waukegan (closed 30th June, 1885; re-opened 1st Feb., 1886).....	8 00		
737 10	Waukegan.....	260 00		
45 51	Waubuno.....	20 00		
55 24	Waupos.....	26 00		
184 60	Waverley.....	78 00		
177 52	Weidmann.....	46 00		
30 50	Weir.....	16 00		
35 67	Weissenburg.....	16 00		
140 19	Welcome.....	43 50		
54 86	Weldon.....	24 00		
3,163 72	Welland.....	860 00	160 00	160 00
315 87	Wellandport.....	110 00		
710 92	Wellesley.....	235 00	8 00	
574 57	Wellington.....	300 00		
69 37	Wellman's Corners.....	28 00		
399 70	Wendigo.....	140 00		
157 07	Wendover.....	52 50		
1 26	Wesley Church (from 1st Jan., 1886).....	2 50		
43 02	Wesleyville.....	24 00		
85 40	West Brook.....	40 00		
67 34	West Essa.....	23 00	8 00	
87 85	Westfield (* including arrears).....	*32 50		
197 50	West Flamboro'.....	86 00		
17 44	Westford.....	10 00		
117 56	West Gravenhurst.....	63 00		
13 62	West Grove.....	10 00		
65 00	West Hill.....	28 00		
91 93	West Huntingdon.....	31 50		

# A, IN REPORT No. 3, A.—Detail of Revenue, Salaries and Allowances in Ontario, within the Year ended 30th June, 1886.

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Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
15 03	West Huntley.....	10 00		
54 22	West Lake.....	23 00		
306 31	West Lorne.....	320 00	20 00	40 00
59 19	West McGillivray.....	26 00		
17 71	West Magdala.....	16 00		
496 04	Westmeath.....	127 50		
88 61	West Montrose.....	34 50		
787 63	Weston.....	300 00	16 00	
56 12	West Osgoode.....	24 00		
130 77	Westover.....	48 00		
872 19	Westport.....	315 00	12 00	40 00
333 28	West Toronto Junction.....	52 50		
1,111 77	West Winchester.....	400 00		40 00
231 27	Westwood.....	80 00		
78 08	Wexford.....	50 00		
24 58	Whalen.....	16 00		
235 30	Wheatley (*including arrears).....	*81 00		
23 27	Wheeler.....	10 00		
5,656 05	Whitby (*broken period).....	*1,518 84	*189 42	240 00
7 55	White.....	10 00		
203 00	Whitechurch.....	80 00		
42 48	Whitehurst.....	25 50		
241 16	White Lake.....	80 00		
45 06	White Oak.....	23 00		
35 77	White Rose.....	16 00		
6 67	Whiteside (from 1st Feb., 1886).....	1 67		
10 45	Whitstone.....	10 00		
250 05	Whitevale.....	97 50		
92 78	Whitfield.....	38 00	4 00	
86 58	Whittington.....	30 00		
2,016 36	Warton.....	560 00	36 00	80 00
83 30	Wick.....	36 00		
91 52	Wicklow.....	36 00		
118 20	Widder.....	46 00		
52 65	Wilberforce.....	17 50		
221 96	Wilbur Station.....	35 00		
84 25	Wilfred.....	40 00		
152 98	Wilkesport.....	64 00	4 00	
13 02	Willetsholme.....	10 00		
13 43	Williams.....	10 00		
276 50	Williamsford Station.....	112 50		
559 17	Williamstown.....	200 00		
302 88	Williamsville.....	67 50		
17 82	Williscroft.....	12 00		
11 43	Willow Creek.....	10 00		
85 36	Willowdale (5 Quarters).....	45 00		
59 51	Willow Grove.....	30 00		
17 05	Wilmur.....	12 00		
11 85	Wilno.....	10 00		
36 50	Wilson Croft.....	18 50		
33 97	Wilsonville.....	16 00		
26 90	Wilstead (from 1st June, 1885).....	8 33		
143 51	Wilton.....	60 00		
72 13	Wilton Grove.....	28 50		
64 41	Winchelsea.....	30 00		
363 14	Winchester Springs.....	97 50		



# A, IN REPORT No. 3, A.—Detail of Revenue, Salaries and Allowances in Ontario, within the Year ended 30th June, 1886.

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Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
84 50	Windermers.....	30 00	4 00	
21 31	Windfall .....	16 00		
147 14	Windham Centre .....	87 50		
8,741 12	Windsor (salaries and expenses entered elsewhere) .....			
62 80	Winfield.....	26 00		
71 76	Winger .....	30 00		
3,184 93	Wingham .....	900 00	60 00	160 00
10 15	Wingle.....	10 00		
259 32	Winona .....	87 50	36 00	
80 42	Winslow .....	18 00		
192 40	Winterbourne .....	70 00		
144 35	Winthrop .....	60 00		
63 15	Wisawasa .....	11 50		
77 67	Wisbeach .....	37 50		
52 45	Woburn .....	19 00		
392 32	Wolfe Island .....	140 00		
13 78	Wolseley .....	10 00		
285 00	Wolverton .....	115 00		
1,009 33	Woodbridge .....	400 00		40 00
67 94	Woodburn.....	32 00		
236 12	Woodford .....	100 00	8 00	
211 66	Woodham.....	72 00		
58 56	Woodhill .....	24 00		
116 00	Woodlands .....	43 00		
54 08	Woodlawn.....	22 00		
35 04	Woodrous (closed 31st Aug., 1885; re-opened 1st Feb., 1886) .....	12 67		
230 32	Woodslee .....	100 00		
9,792 65	Woodstock .....	2,500 00	160 00	400 00
878 61	Woodville .....	340 00	32 00	40 00
313 85	Wooler .....	110 00		
722 78	Wroxeter.....	320 00	50 00	40 00
30 47	Wyandot (closed 30th April, re-opened 1st July, 1885) .....	9 50		
291 93	Wyebridge .....	110 00		
23 70	Wycombe .....	10 00		
280 52	Wyevale .....	80 00		
30 34	Wylie .....	12 00		
1,339 72	Wyoming .....	420 00	6 00	60 00
35 34	Wyton Station.....	17 50		
403 15	Yarker.....	115 00		
83 33	Yarmouth Centre .....	42 00		
27 50	Yatton (3 Quarters; *including arrears) .....	*13 00		
46 01	Yearley's .....	14 50		
36 08	Yelverton .....	16 00		
109 24	Yovil .....	32 00		
6 06	Yoho Island (summer office) .....	2 50		
339 25	York.....	140 00		
139 29	York Mills.....	34 00		
3,609 56	Yorkville .....	900 00		160 00
63 00	Young's Point .....	30 00		
27 41	Youngsville .....	16 00		
34 57	Zealand .....	12 00		
180 00	Zephyr.....	80 00		



A, IN REPORT No. 3, A.—Detail of Revenue, Salaries and Allowances in Ontario, within the Year ended 30th June, 1886.

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Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
108 68	Zimmerman .....	44 00	.....	.....
119 15	Zion .....	43 00	.....	.....
13 36	Ziska .....	12 00	.....	.....
602 13	Zurich .....	200 00	.....	.....
38 00	Postage stamps sold through Mail Officers, on Ocean Steamers.....	.....	.....	.....
1,380,779 07½	.....Totals.....	†\$299,491 18	\$22,070 57	\$22,303 01

† N.B.—Of this, the amount of \$262,302.58 was paid from Revenue collections, and \$37,188.60 from Parliamentary appropriation. The latter has been brought to account at page 23, part ii.

A. CAMPBELL,  
Postmaster-General.

H. A. WICKSTEED,  
Accountant.

## PROVINCE OF QUEBEC.

## A, IN REPORT No. 3, B.

DETAIL of all payments made for Salaries, &c., in Quebec; showing in each case, the name of the person, the service or duty performed, and the amount paid within the Year ended 30th June, 1886.

Name.	Service.	Salary.	Night Duty and Mileage.	Total of Classes.	Grand Total.
	MONTREAL DIVISION.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
E. F. King	Post Office Inspector.	2,600 00			
D. Nelligan	Assistant do	1,250 00			
N. Renaud	do from 1st August, 1885 (transferred from Department of Public Works)	1,033 99		4,883 99	
F. J. Logie	2nd Class Clerk	1,200 00			
J. A. Madore	do	950 00			
J. E. Gervais	do	950 00		3,100 00	
J. F. Pelletier	3rd do	590 00			
M. Kearney	do	680 00			
J. A. McShane	do	430 00			
J. Coffey	do Probationary, from 12th October, 1885, to 28th February, 1886 (transferred to Montreal P.O.)	154 84		1,854 84	
P. Nelligan	Messenger	590 00		590 00	
	Total, Montreal Inspector's Office				10,428 83
	RAILWAY MAIL SERVICE.				
F. Briegel	Chief Railway Mail Clerk	1,500 00		1,500 00	
A. Walmsley	1st Class Railway Mail Clerk	960 00	422 10		
J. Bayley	do	960 00	331 76		
E. Lefebvre	do	960 00	352 43		
G. Jones	do	960 00	99 60		
O. Lefebvre	do	960 00	369 80		

J. Vallée	do	960 00	205 56	13,705 42
A. Denis.	do	960 00	352 14	
A. Menzies	do	960 00	309 07	
A. Lachapelle	do	959 00	337 33	
N. McLellan	do	960 00	196 10	
A. Somerville	do	880 00	250 53	
J. D. Anderson	do	800 00	105 30	
H. D. Filion.	do	800 00	284 69	
D. Fairman.	do	800 00	362 30	
O. Hayden	do	800 00	276 98	
O. Beatty	do	800 00	91 30	23,367 79
C. Beaudoin	do	800 00	102 00	
H. E. Channell.	do	800 00	57 50	
E. Dorton.	do	800 00	285 62	
H. G. Goodfellow.	do	720 00	262 43	
L. Béque.	do	720 00	228 06	
J. L. Viger.	do	720 00	276 43	
J. Murphy.	do	720 00	237 00	
W. H. O'Regan.	do	720 00	105 20	
L. C. Crevier.	do	719 50	181 61	5,802 10
A. Armstrong	do	720 00	272 40	
J. R. Dewar.	do	720 00	210 80	
J. P. Hall	do	720 00	156 20	
D. T. Frost.	do	720 00	274 41	
J. E. McKenzie	do	720 00	131 52	
J. V. Genest.	do	720 00	161 40	
J. B. Guèvremont.	do	720 00	156 10	
E. L. Smith.	do	640 00	96 50	
W. N. Peters.	do	640 00	168 31	430 00
F. Tuck	do	640 00	227 51	
A. J. McRobie	do	640 00	282 55	
E. R. H. Brooks.	do	54 17		
F. W. Webb.	do	560 00	211 00	
A. H. Evans.	do	540 00	105 40	
C. F. Whitchee	do	533 32	52 00	
J. Ford.	do	520 00	270 80	
W. Murphy	do	590 00	153 70	
W. E. C. Jones	do	480 00	165 47	9,505 14
C. Charvot	do	480 00	149 93	
E. W. Hay.	do	472 24	107 40	
J. L. French.	do	341 94	68 90	
C. Chase	do	430 00		
Mail Transfer Agent	do	35,300 17		
Total, Montreal Railway Mail Service.	do		44,805 31	



A, IN REPORT No. 3, B.—Detail of all payments for Salaries, &c, in Quebec, made within Year ended 30th June, 1886.

Name.	Service.	Salary. \$ cts.	Night Duty and Mileage. \$ cts.	Total of Classes. \$ cts.	Grand Total. \$ cts.
QUEBEC DIVISION.					
W. G. Sheppard	Post Office Inspector, to 28th February, 1886 (deceased)	1,600 00			
J. L. Ancil	Assistant do	1,250 00		2,850 00	
O. Fréchette	2nd Class Clerk	1,200 00			
O. Vohl	do	1,062 50		2,262 50	
J. E. Carrier	3rd do	680 00			
J. G. Bourget	do	770 00		1,450 00	
J. Boivin	Messenger	490 00		490 00	
Total, Quebec Inspector's Office					7,052 50
RAILWAY MAIL SERVICE.					
H. A. Murphy	1st Class Railway Mail Clerk to 30th September, 1885 (deceased)	240 00	112 40		
J. Deslauriers	do	980 00	221 80		
G. Lapointe	do	960 00	340 10		
N. A. Beaudet	do	980 00	48 86		
E. Blondeau	do	960 00	339 80		
				5,142 96	
L. N. Dionne	2nd do	800 00	21 40		
T. Gaudry	do	800 00	280 60		
H. J. Kimlin	do	800 00	303 02		
D. Blondeau	do	800 00	168 40		
L. H. Garneau	do	763 43	209 52		
J. O. Pagueau	do	800 00	143 00		
R. G. Bourget	do	800 00	301 32		
O. Talbot	do	773 33	165 45		
J. E. Roy	do	773 33	165 99		
L. Furois	do	720 00	185 70		
F. X. Labbé	do	800 00	242 05		
G. Ewanturel	do	720 00	116 32		
L. E. Hudon	do	720 00	166 02		

D. O. Dagneau .....	do	720 00	153 30	16,080 06	
A. C. Miquelon .....	do	720 00	178 62		
O. Bédard .....	do	720 00	160 96		
A. Beaudry .....	do	800 00	88 30		
3rd					
O. A. Méhot .....	do	520 00	144 82		
M. P. Laberge .....	do	496 67	115 42		
A. Blondeau .....	do	480 00	178 18		
S. T. Green .....	do	459 35	133 88		
J. E. Morissette .....	do	440 00	112 53		
M. Dorion .....	do	363 54	70 91		
Temporary Railway Mail Clerk .....		480 00	178 38	3,495 30	
Mail Transfer Agent .....		490 00	210 66	658 38	
		20,829 65	5,247 71	700 66	
					26,077 38
Total, Quebec Railway Mail Service .....					
THREE RIVERS DIVISION.					
Post Office Inspector .....		2,000 00			
Assistant do .....		1,250 00		3,250 00	
3rd Class Clerk .....		590 00		590 00	
					3,840 00
Total, Three Rivers Inspector's Office .....					
RAILWAY MAIL SERVICE.					
3rd Class Railway Mail Clerk .....		520 00	103 60	623 60	
		520 00	103 60		
					623 60
Total, Three Rivers Railway Mail Service .....					
Grand Total carried forward .....					
		\$77,971 15	\$14,856 45	\$92,827 60	\$92,827 60

A, IN REPORT No. 3, B.—Detail of all payments for Salaries, &amp;c., in Quebec, made within Year ended 30th June, 1886.

Name.	Service.	Salary.	Total of Classes.	Grand Total.
		\$ cts.	\$ cts.	\$ cts.
<i>Brought forward.</i>				
MONTREAL POST OFFICE.				
G. Lamothe	Postmaster	4,000 00		
M. Emery	Assistant Postmaster	2,000 00		92,827 60
H. A. Bourret	1st Class Clerk	1,500 00		
H. Huddell	do	1,400 00		
J. McKeon	do	1,500 00		
V. Baillargeon	do	1,400 00		
J. L. Palmer	do	1,400 00		
T. F. Larseneur	do	1,300 00		
J. F. Senez	do	1,200 00		
F. Pridham	2nd	1,199 50		9,700 00
E. Mayer	do	1,200 00		
J. O. Sims	do	1,200 00		
O. Clement	do	1,200 00		
A. Loftus	do	1,200 00		
A. de Restaing	do	25 00		
F. X. Beauregard	do	1,170 00		
H. Goyette	do	1,170 00		
J. B. A. Daoust	do	1,130 00		
T. Desnoyers	do	975 00		
G. Lefebvre	do	950 00		
T. Harding	do	900 00		
R. Duncan	do	900 00		
A. Larose	do	900 00		
W. Hayden	do	900 00		
H. D. Gaudry	do	900 00		16,219 50
R. J. Arless	3rd	800 00		
A. E. Auger	do	840 00		
J. Filiatreault	do	800 00		
A. A. Doray	do	800 00		
G. Beaudoin	do	800 00		



(less fine)	797 85
L. Lefebvre	800 00
E. Chagnon	800 00
C. A. T. Lecluc	800 00
J. Chase	800 00
J. Thompson	800 00
U. Rondeau	800 00
G. Coutlée	800 00
A. Lord	800 00
J. Gillies	800 00
O. Lefebvre	800 00
B. Conlon	760 00
J. Thiemens	740 00
R. T. Daniels	710 00
W. Johnson	720 00
E. H. Ouellette	680 00
E. H. Forbes	113 34
W. J. McElroy	620 00
E. H. Lapointe	630 00
A. O. Larin	548 56
J. P. Whelan	550 00
D. Tansey	520 00
P. O'Neill	520 00
E. Joliceur	520 00
L. D. E. Mayer	490 00
C. Lavière	490 00
J. Forsford	479 50
J. E. Guillemette	480 00
D. O'Donaghue	470 00
O. Lorange	460 00
F. Plouffe	470 00
A. D. McInosh	460 00
H. Chandler	478 82
E. A. Lamoureux	460 00
A. E. Lamoureux	460 00
T. A. Groux	440 00
A. Sauriol	400 00
W. Barbe	429 50
U. Clermont	429 00
G. J. A. Leciar	430 00
H. A. Gaudet	299 51
A. B. Océ	430 00
A. L. Grondin	420 00
C. Florence	400 00
G. A. Carpentier	418 00
E. Frazer	420 00
T. Brophy	405 70
P. T. H. Ermatinger	410 00
T. Lamer	410 00

(less fine) suspended from 14th to 18th November, 1885.

to 31st August, 1885 (transferred to Winnipeg Post Office).

(less fine)

(less fine)

(including arrears)

(including arrears, and less fine)

to 18th March, 1886, less fines (suspended, and resigned).

(less fine)

(less fine)

## A, IN REPORT No. 3, B.—Detail of all payments for Salaries, &amp;c., in Quebec, made within Year ended 30th June, 1886.

Name.	Service.	Salary.	Total of Classes.	Grand Total.
		\$ cts.	\$ cts.	\$ cts.
MONTREAL POST OFFICE—Continued.				
W. J. Crowe	3rd Class Clerk (including arrears)	423 34		
A. Morin	do	400 00		
M. Simard	do	333 08		
E. O. H. Lacroix	do	332 83		
J. J. Durack	do	300 00		
F. L'Ecuyer	do			
J. Coffey	do	213 34		
T. J. Lessieur	do	133 34		
J. B. A. Lalonde	do	103 23		
	do	92 22		
			33,061 16	
J. E. D'Amour	Temporary Clerk from 6th August, 1885 (less fines)	359 54		
W. O. Tessier	do do 31st March to 30th April, 1886	34 41		
J. Cunningham	do do 1st May, 1886	66 67		
T. J. Crowe	do do 16th June, 1886	16 67		
			477 29	
E. C. Dowd	Letter Carrier	600 00		
P. Lapointe	do	600 00		
A. Dufresne	do	600 00		
J. B. Plante	do	599 00		
J. Callary	do	599 00		
J. Kelly	do	600 00		
P. Callary	do	600 00		
L. Dubé	do	600 00		
J. Thibodeau	do	600 00		
W. Rozon	do	600 00		
P. Clarke	do	599 00		
W. Bergin	do	600 00		
G. Plante	do	600 00		
P. Lagacé	do	599 00		
J. Balthus	do	600 00		
A. J. Bissonnette	do	593 39		
H. Cousineau	do	599 00		
S. Laramée	do	600 00		
G. Lefebvre	do	600 00		
C. A. E. Terroux	do	600 00		

J. Giroux	do	600 00
F. O. Beaulnes	do	600 00
N. Cusson	do	598 39
J. B. Mercan	do	600 00
P. Jacques	do	600 00
J. F. McShane	do	600 00
J. Lussier	do	419 50
T. Callaghan	do	412 50
T. Guertin	do	265 00
H. Flanagan	do	403 50
J. A. Boudreau	do	397 50
J. L. E. Doray	do	397 50
J. Grant	do	390 00
A. Carrière	do	390 00
J. Power	do	390 00
J. McAfee	do	390 00
J. Fenaughty	do	390 00
J. Mehan	do	390 00
L. E. Carle	do	390 00
J. Taylor	do	390 00
J. Bourgeois	do	390 00
W. F. Mitchell	do	390 00
A. E. Dumesnil	do	390 00
F. S. Dagenais	do	390 00
A. Daoust	do	390 00
A. Mathieu	do	390 00
J. Valet	do	390 00
W. Mazurette	do	390 00
J. Giguère	do	390 00
J. A. Collard	do	390 00
J. King	do	390 00
A. Dubonlay	do	390 00
J. B. Sauriol	do	390 00
J. L. Bisson	do	390 00
M. O. Mahoney	do	390 00
A. Lo'tie	do	390 00
A. Pélair	do	390 00
T. J. Kelly	do	390 00
A. Mascé	do	390 00
T. Moore	do	390 00
J. H. Lapierre	do	390 00
D. R. Perrault	do	390 00
F. Pénin	do	390 00
J. Ledoux	do	390 00
M. Miggins	do	390 00
J. P. Paiement	do	390 00
N. O. Corriveau	do	390 00
A. M. Whelan	do	390 00

30,128 30



A, IN REPORT No. 3, B.—Detail of all payments for Salaries, &amp;c., in Quebec, made within Year ended 30th June, 1886.

Name.	Service.	Salary.	Total of Classes.	Grand Total.
		\$ cts.	\$ cts.	\$ cts.
MONTREAL POST OFFICE—Concluded.				
J. St. Jean.....	Temporary Letter Carrier from 19th September, 1885.....	282 00		
E. McKenna.....	do from 21st September, 1885, (less fine).....	279 50		
L. Marcil.....	do from 3rd June, 1886.....	28 00	1,601 99	
J. Collins.....	Letter Stamper.....	600 00	600 00	
J. Maher.....	Messenger.....	530 00		
L. Renois.....	do.....	530 00		
J. Bennett.....	do.....	350 00	1,570 00	
M. Lepine.....	Letter Carrier at Hochelaga (less fine).....	381 50		
J. P. in.....	do.....	332 50		
S. Germain.....	do at Point St. Charles.....	600 00		
J. Nugent.....	do.....	390 00		
T. Latimer.....	do.....	382 50	2,136 50	
Total, Montreal Post Office, &c.....			101,494 71	
QUEBEC POST OFFICE.				
A. J. Tourangeau.....	Postmaster.....	2,000 00		
J. E. Bolduc.....	Assistant Postmaster.....	1,400 00	3,400 00	
E. Chamberland.....	2nd Class Clerk.....	1,200 00		
A. W. LeBel.....	do.....	1,200 00		
W. Handford.....	do.....	1,170 00		
L. A. Rochette.....	do.....	950 00	4,520 00	
W. White.....	3rd do.....	800 00		
Z. Gagnon.....	do.....	800 00		

R. English	do	800 00
F. Gaboury	do	800 00
M. Myler	do	800 00
U. Vezina	do	800 00
J. B. Oaonette	do	720 00
J. B. Turner	do	640 00
O. Plamondon	do	590 00
P. E. Lane	do	570 00
H. Morissette	do	520 00
L. L'Heureux	do	520 00
C. Workman	do	412 01
W. H. A. Eckhart	do	450 00
J. J. Battle	do	420 00
L. J. H. Larue	do	410 00
A. Gagnon	do	350 86
M. Pelletier	do	500 00
<b>Letter Carrier</b>		
F. Angers	do	450 00
N. Glisson	do	600 00
T. Reynar	do	600 00
R. Wilkinson	do	600 00
G. Mercier	do	250 00
V. Houle	do	600 00
R. Pelletier	do	600 00
H. P. Kelly	do	600 00
L. Guay	do	517 50
P. F. Gingras	do	517 50
N. Gauvin	do	390 00
J. Desroches	do	490 00
E. Dubault	do	390 00
D. Mercier	do	390 00
F. O'Dowd	do	390 00
A. Pelletier	do	390 00
N. G. Joanel	do	390 00
F. X. Ouellet	do	390 00
J. A. Boulet	do	390 00
R. Blackburn	do	375 00
<b>Temporary Letter Carrier</b>		
E. Emond	do	360 00
L. E. Simard	do	270 00
C. N. Langlois	do	75 00
A. Samson	do	50 33
<b>Messenger</b>		
J. Everts	do	490 00
T. Denechaud	do (office keeper)	860 00
<b>Total, Quebec Post Office</b>		
		10,902 87
		9,320 00
		755 32
		1,350 00
		30,248 19

A, IN REPORT No. 3, B.—Detail of all payments for Salaries, &c., in Quebec, made within Year ended 30th June, 1886.

Name.	Service.	Salary.	Total of Classes.	Grand Total.
	<p style="text-align: center;"><b>QUEBEC POST OFFICE—Concluded.</b></p> <p>Balances of salaries remitted by cheque to Postmasters other than above; being the excess of their salaries over the amount of revenue collected by them (see total of following statement).....</p> <p>Proportion of salaries transferred from Ontario— Of Ottawa, Inspector, Staff and Railway Mail Clerk.....</p> <p>Of Ocean Mail Clerks.....</p> <p style="text-align: right;">Total.....</p>	<p>\$ cts.</p> <p>.....</p> <p>.....</p> <p>.....</p> <p>.....</p>	<p>\$ cts.</p> <p>.....</p> <p>.....</p> <p>.....</p> <p>.....</p>	<p>\$ cts.</p> <p>1,860 86</p> <p>3,191 39</p> <p>1,734 89</p> <p>\$231,157 67</p>

H. A. WICKSTEED,  
*Accountant.*

A. CAMPBELL,  
*Postmaster-General.*



## A, IN REPORT No. 3, B.

DETAIL of Salaries ; Allowances for Forward Duty ; Allowances in aid of Rent, Fuel and Light ; and of Revenue collected at the several Post Offices in Quebec, within the Year ended 30th June, 1886.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
34 97	Abbott's Corners .....	16 00		
306 72	Abbottsford .....	120 00		
40 36	Abenakis Springs (summer office).....	21 50		
29 00	Abénakis.....	12 00		
258 50	Abercorn .....	100 00		
972 55	Acton Vale .....	400 00	150 00	40 00
136 67	Adamsville .....	67 50		
121 63	Adderley .....	30 00		
10 34	Adstock .....	10 00		
501 69	Agnes .....	270 00		
32 00	Aird .....	20 00		
156 14	Allan's Corners .....	60 00		
35 20	Allumette Island .....	12 00		
162 34	Amqui .....	50 00		
85 54	Ancienne Lorette (*including arrears) .....	47 50	*14 00	
33 30	Anderson's Corners.....	12 00		
52 62	Ange Gardien .....	30 00		
152 12	Ange Gardien de Rouville .....	55 00		
62 35	Angeline .....	36 00		
177 10	Angers .....	60 00		
10 54	Annesley .....	10 00		
29 21	Antoinette .....	19 00		
25 20	Apple Grove.....	16 00		
85 01	Armagh.....	40 00		
184 24	Armand .....	40 00		
1,368 20	Arthabaskaville (*including arrears) .....	440 00	*60 00	60 00
23 49	Arthurville.....	11 50		
103 28	Arundel.....	28 00		
68 60	Asbestos .....	19 00		
105 77	Ascot Corner .....	31 00	6 00	
103 68	Aston Station .....	50 00	40 00	
312 07	Attebelstan .....	103 00		
46 50	Aubert Gallion .....	25 50		
98 23	Aubrey.....	28 50		
66 30	Avignon .....	33 00		
65 06	Avoca.....	20 00		
355 85	Ayer's Flat.....	97 50		
1,257 25	Aylmer, East.....	460 00	108 00	60 00
169 12	Aylwin .....	68 50		
186 83	Bagotville.....	74 00	10 00	
31 63	Baie de la Trinité.....	12 00		
0 77	Baie des Rochers (*including arrears) .....	*13 50		
67 00	Bailargeon .....	27 00		
100 18	Baldwin's Mills .....	29 50		
106 00	Barachois de Malbaie.....	48 00		
286 05	Barnston (*including arrears) .....	140 00	*21 00	
119 28	Barrington .....	48 00		
189 51	Bassin du Lièvre.....	48 00		
469 83	Batiscan .....	150 00	120 00	
84 27	Beauce Junction.....	26 00		
976 77	Beauharnois .....	420 00	60 00	40 00
13 06	Beaulac .....	12 00		

# A, IN REPORT No. 3, B.—Detail of Revenue, Salaries and Allowances in Quebec, within the Year ended 30th June, 1886.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
72 33	Beaulieu.....	24 00		
80 57	Beaumont.....	40 00		
247 39	Beauport.....	115 00		
59 65	Beaupré.....	23 00	10 00	
126 93	Beaurivage.....	40 00		
31 89	Beauvoir.....	16 00		
393 30	Bécancour.....	136 50	48 00	
203 24	Bécancour Station.....	80 00	24 00	
948 90	Bédford.....	355 00		40 00
175 60	Beebe Plain.....	90 00		
49 53	Beech Grove.....	17 50		
29 05	Beech Ridge.....	20 00		
10 49	Belle Anse (from 1st Jan., 1886).....	2 50		
143 85	Belle Rivière.....	60 00		
13 28	Belle Vallée.....	10 00		
47 48	Belmina.....	20 00		
38 57	Bell Mount.....	16 00		
182 60	Belœil Station.....	47 50		
233 85	Belœil Village.....	88 50		
23 79	Bennett.....	10 39		
191 91	Bergerville.....	80 00		
115 05	Bersimis.....	50 00	20 00	
186 88	Berthier ( <i>en bas</i> ).....	71 50		
1,340 15	Berthier ( <i>en haut</i> ).....	440 00	100 00	60 00
189 20	Bethel.....	34 50		
514 89	Bic.....	200 00		
209 24	Bienville.....	80 00		
113 98	Billerica.....	36 00		
115 77	Birchton.....	40 00		
190 73	Bishop's Crossing (*from 1st July, 1885).....	69 00	*3 00	
27 65	Bisson.....	16 00	4 00	
184 60	Black Cape.....	80 00		
54 70	Blanche.....	12 00		
30 49	Blanchet.....	14 50		
76 98	Blanchford.....	24 00		
37 32	Boileau.....	31 50		
6 97	Bois de Filion (from 1st July, 1885).....	7 50		
23 75	Bolduc.....	11 50		
199 50	Bolton Centre.....	78 00	20 00	
139 91	Bolton Forest.....	28 00		
37 15	Bolton Glen.....	16 00		
125 24	Bonaventure Island (*including arrears).....	*19 36		
98 32	Bonaventure River.....	37 50		
16 31	Bon Désir.....	10 00		
20 00	Bonne Espérance (1 Quarter).....	3 00		
82 50	Booth.....	30 00		
33 05	Bord à Plouffe.....	36 00		
33 70	Bordeaux.....	12 00		
16 00	Boscobel.....	12 00		
14 83	Botreaux.....	10 00		
153 45	Boucherville.....	96 00		
108 10	Bouchette.....	36 00		
6 08	Bongie (3 Quarters).....	7 50		
179 50	Boulogne (5 Quarters).....	72 50		
123 46	Bourg Louis.....	30 00		
75 08	Boynton.....	32 00		
196 63	Brigham.....	70 00		

# A, IN REPORT No. 3, B.—Detail of Revenue, Salaries and Allowances in Quebec, within the Year ended 30th June, 1886.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
364 72	Bristol.....	147 50	40 00	
35 88	Britannia Mills.....	20 00		
29 01	Britonville.....	16 00		
22 75	Broadlands.....	10 00		
216 92	Brome.....	80 00		
24 46	Brompton.....	12 00		
185 85	Brompton Falls.....	60 00		
63 00	Brookbury.....	20 00		
72 78	Brookdale (7 Months from 1st June, 1885).....	5 83		
23 72	Broughton.....	16 00		
171 69	Broughton Station.....	57 50		
102 77	Brownsburg.....	50 00		
563 22	Bryson.....	240 00	80 00	
2,118 39	Buckingham.....	520 00	40 00	80 00
59 60	Buckland.....	24 00		
131 08	Bulwer.....	50 00		
19 96	Burnside.....	15 00		
27 96	Bute.....	16 00		
520 01	Cacouna (*including season allowance; †including arrears).....	*204 00		†70 00
13 91	Cairnside.....	10 00		
60 18	Caldwell.....	20 00		
69 18	Calumet Island.....	32 00		
36 61	Cambria.....	12 00		
47 34	Canterbury.....	12 00		
95 02	Cantley.....	34 00	12 00	
35 73	Cap à l'Aigle (*including season allowance).....	*45 00		
113 93	Cap Chat.....	50 00		
72 47	Cap de la Magdeleine.....	30 00		
55 28	Cap des Roitiers.....	31 50		
287 71	Cape Cove.....	117 50		
347 41	Capelton.....	210 00		
70 00	Caplin River.....	27 30		
20 52	Cap Ozo.....	16 00		
131 87	Cap Rouge.....	50 00		
302 00	Cap St. Ignace.....	120 00		
202 96	Cap Santé.....	72 00		
23 71	Capucins.....	16 00		
427 24	Carillon.....	160 00	32 00	
262 09	Carleton.....	120 00		
19 41	Cartier (from 1st Aug., 1885).....	6 67		
14 10	Cartierville.....	12 00		
38 43	Casault.....	20 00		
86 04	Cascades.....	24 00		
49 00	Castlebar.....	33 00		
214 95	Caughnawaga.....	69 00		
201 15	Causapsal.....	50 00		
146 33	Cazaville.....	50 00		
127 12	Cedar Hall.....	27 50		
188 29	Cedars.....	69 00		
402 94	Chambly Basin.....	160 00		
510 12	Chambly Canton.....	240 00		
138 00	Chambord (5 Quarters).....	50 00		
321 88	Champlain.....	140 00	10 00	
40 18	Channay.....	14 50		
9 47	Chantelle.....	10 00		



# A, IN REPORT No. 3, B.—Detail of Revenue, Salaries and Allowances in Quebec, within the Year ended 30th June, 1886.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
197 12	Chapeau .....	160 00		
38 86	Charlemagne .....	37 50		
93 48	Charlesbourg .....	40 00		
2 73	Charrington .....	10 00		
34 25	Charteris .....	10 00		
51 38	Chartierville .....	16 00		
63 16	Chatboro' .....	20 00		
128 58	Chateauguay .....	48 00		
110 42	Chateauguay Basin .....	40 00		
77 82	Chateau Richer (3 Quarters) .....	37 50		
27 16	Chatillon .....	12 00		
39 78	Chaudière Curve (*including arrears) .....	*58 00		
68 19	Chaudière Mills .....	23 00		
40 53	Chaudière Station .....	24 00		
57 50	Chauumont .....	17 50		
336 65	Chelsea .....	180 00		
28 38	Chemin Taché .....	12 00		
118 67	Cheneville .....	38 00		
64 70	Cherry River .....	20 00		
406 50	Chester (9 Quarters) .....	157 50		
105 60	Chichester .....	57 50	12 00	
1,174 24	Chicoutimi .....	400 00	120 00	40 00
4 49	Chilton .....	10 00		
62 20	Chlorydormes .....	28 50		
55 62	Chûte aux Iroquois .....	30 00		
2 94	Clairvaux (from 1st Jan., 1886) .....	2 50		
61 27	Clairvaux de Bagot .....	30 00		
19 07	Clapham .....	12 00		
484 88	Clarenceville .....	180 00	16 00	
2,639 62	Coaticook .....	720 00	80 00	120 00
73 56	Coleraine Station (*including arrears) .....	22 00	*35 00	
82 73	Collfield .....	39 00		
151 50	Como .....	59 00		
792 91	Compton .....	380 00	48 00	40 00
153 14	Contrecoeur .....	44 00		
787 13	Cookshire .....	250 00		
53 00	Corbin .....	27 00		
35 87	Corner of the Beach .....	16 00		
135 29	Coteau du Lac .....	60 00		
402 64	Coteau Landing .....	158 50	48 00	
174 88	Coteau Station .....	95 00	50 00	
136 24	Côte des Neiges .....	72 00		
469 94	Côte St. Antoine .....	135 00		
62 14	Côte St. Louis .....	30 00		
33 28	Côte St. Michel .....	16 00		
213 72	Côte St. Paul .....	80 00		
34 76	Côte St. Pierre .....	16 00		
29 52	Côte Visitation .....	16 00		
81 02	Covey Hill .....	33 00		
1,497 70	Cowansville .....	500 00		60 00
88 50	Craig's Road Station .....	47 50	80 00	
27 64	Cranbourne (*from 1st July, 1885) .....	16 00	*7 50	
11 05	Creemore .....	10 00		
78 15	Cross Point .....	44 00	80 00	
29 16	Culduff .....	12 00		
28 80	Cumberland Mills .....	16 00		
227 75	Cushing .....	97 50	12 00	

# A, IN REPORT No. 3, B.—Detail of Revenue, Salaries and Allowances in Quebec, within the Year ended 30th June, 1886.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
103 11	Dalesville .....	43 00		
38 20	Dalibaire .....	19 00		
57 16	Dalling .....	16 00		
151 58	Danby .....	60 50		
37 04	Danford Lake .....	12 00		
1,654 39	Danville .....	520 00	32 00	80 00
15 49	D'Auteuil .....	12 00		
7 34	Deeside .....	10 00		
87 97	Denison's Mills .....	24 00		
23 61	DeRamsay .....	12 00		
324 01	Deschambault .....	115 00		
152 00	Desjardins .....	20 00		
171 38	Dewittville .....	63 00	12 00	
60 08	Dillonton .....	45 00		
315 52	D'Israeli .....	115 00		
201 42	Dixville .....	77 50		
7 28	Dolbeau .....	10 00		
5 53	Domaine de Gentilly .....	10 00		
88 43	Dorval .....	36 00		
134 10	Douglastown .....	54 50		
75 06	Doyle .....	16 00		
1,267 79	Drummondville .....	400 00	16 00	40 00
69 53	Duclos .....	24 00		
101 03	Dudswell Centre .....	46 00	4 00	
125 38	Dufresne Mills .....	27 00		
32 92	Dumoine .....	10 00		
6 74	Dunany .....	11 50		
18 13	Dunboro' .....	12 00		
160 41	Dundee .....	80 00		
518 62	Dunham .....	263 50	16 00	
35 76	Dunraven .....	16 00		
118 68	Eardley .....	68 50		
337 34	East Angus .....	75 00		
317 57	East Arthabaska .....	120 00		
121 82	East Bolton .....	40 00		
93 94	East Broughton .....	32 00		
67 09	East Clifton .....	31 50		
18 07	East Dudswell .....	10 00		
73 59	East Dunham .....	24 00		
208 08	East Farnham .....	90 00		
23 85	East Hereford .....	16 00		
13 90	East Magdala (closed 31st October, 1885; re-opened 1st March, 1886) .....	10 16		
199 07	Eastman .....	51 50		
616 57	East Sherbrooke (from 1st July, 1885) .....	236 10		
239 09	East Templeton .....	87 50		
184 59	Eaton .....	106 00		
79 27	Echo Vale .....	28 50		
213 16	Eden Dale .....	80 00		
8 14	Edina .....	10 00		
5 02	Egg Island .....	19 00		
66 97	Egypte .....	19 00		
22 40	Elgin Road .....	10 00		
85 92	Elmside .....	34 50		
106 59	Emileville .....	36 00		
18 36	English Bay .....	39 00		



# A, IN REPORT No. 3, B.—Detail of Revenue, Salaries and Allowances Quebec, within the Year ended 30th June, 1886.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowance toward Rent, F and Light
\$ cts.		\$ cts.	\$ cts.	\$ cts.
46 30	Escuminac .....	24 00		
61 68	Esquimaux Point .....	40 00		
632 76	Etang du Nord (accounts not received) .....			
	Etchemin .....	257 50		
23 84	Farnboro' .....	12 00		
26 09	Farndon .....	14 00		
1,435 03	Farnham .....	480 00	24 00	60
70 34	Farnham Centre .....	32 00		
90 64	Father Point .....	59 50	48 00	
64 24	Fecteau's Mills .....	39 00		
65 68	Fernetville .....	30 00	22 00	
282 95	Fitch Bay .....	90 00		
7 73	Fleurant .....	11 50		
46 00	Fleuriau .....	15 00		
77 59	Flodden .....	28 50		
8 46	Fontenelle .....	10 00		
14 00	Fontenoy .....	10 00		
310 69	Fort Coulonge .....	120 00		
55 86	Fortierville .....	24 00		
5 49	Fortin .....	10 00		
38 79	Fort William .....	20 00		
87 37	Foster .....	24 00		
6 27	Fox Bay .....	12 00		
147 00	Fox River .....	60 00	20 00	
140 00	Frampton .....	60 00	8 00	
206 33	Franklin Centre .....	104 00		
13 50	Fréchette .....	10 00		
641 48	Freightsburg .....	255 00	16 00	
211 75	French Village .....	78 00		
38 28	Frontier .....	19 00		
30 85	Frost Village .....	25 00		
38 36	Fulford .....	23 00		
17 59	Galson .....	12 00		
22 29	Garland .....	10 00		
27 00	Garneau (5 Quarters) .....	24 00		
304 25	Garthby Station .....	100 00		
674 13	Gaspé Basin ("from 1st July., 1885) .....	295 00	125 00	*30 00
21 58	Gaspé Bay, South .....	10 00		
31 04	Geneva .....	16 00		
21 24	Genoa .....	12 00		
396 63	Gentilly .....	140 00	4 00	
416 50	Georgeville .....	157 50	10 00	
12 00	Geraldine .....	12 00		
23 79	Glen Almond (from 1st January, 1886) .....	2 50		
22 76	Glen Bean (from 1st August, 1885) .....	6 66		
18 40	Glen Farnham .....	12 00		
27 10	Glen Iver .....	10 00		
10 14	Glenlivet .....	10 00		
44 66	Glen Lloyd .....	16 00		
188 49	Glen Murray .....	78 00		
151 66	Glen Sutton .....	60 00		
7 63	Godbout .....	20 00		
164 57	Gould .....	120 00		
14 49	Gould Station .....	14 50		
187 00	Gracefield (5 Quarters) .....	50 00		



# IN REPORT NO. 3, B.—Detail of Revenue, Salaries and Allowances in Quebec, within the Year ended 30th June, 1886.

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Gross Revenue on Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
21 66	Granboro' .....	14 00		
1,354 28	Granby .....	440 00	38 00	60 00
186 92	Grande Baie .....	70 00	8 00	
14 78	Grand Caspédia .....	12 00		
74 00	Grande Frénière .....	24 00		
172 38	Grande Grève .....	64 00		
178 21	Grande Ligne .....	76 00		
	Grand Entry (6 Quarters) .....	15 00		
224 07	Grande Rivière .....	120 00		
14 58	Grandes Coudées .....	10 00		
178 30	Grandes Piles .....	50 00	40 00	
34 15	Grande Vallée .....	13 50		
296 76	Grand Metis (late Metis) .....	140 00		
126 57	Grand Pabos .....	67 50		
33 06	Grand St. Esprit .....	10 00		
10 62	Green River .....	15 00		
62 31	Greer Mount .....	19 50		
737 84	Grenville .....	327 50	24 00	40 00
84 42	Griffin Cove .....	24 00		
88 40	Grindstone Island .....	40 00		
157 17	Grondines .....	60 00		
11 75	Grosses Roches .....	10 00		
47 88	Guigues .....	11 50		
88 79	Hadlow Cove .....	40 00		
77 52	Hallerton .....	28 50		
16 50	Hall's Stream .....	16 00	12 00	
19 83	Halverson .....	12 00		
9 00	Hamilton Cove (1 Quarter) .....	2 50		
37 48	Harrington, East .....	16 00		
10 37	Harvey Hill Mines (closed 5th February, 1886) .....	13 60		
4 00	Haseville .....	10 00		
39 15	Hathaway .....	24 00		
444 45	Hatley .....	150 00		
28 05	Hedleyville .....	24 00		
96 03	Helena .....	50 00		
52 81	Hemison .....	23 00		
693 49	Hemmingford .....	260 00	60 00	
24 00	Henesy .....	17 50		
42 25	Henrysburg .....	16 00		
278 98	Henryville .....	120 00		
82 00	Herdman .....	30 00		
19 08	Hereford .....	12 00		
46 73	Heyworth .....	28 00		
139 36	High Rock .....	60 50		
13 06	Hill Head .....	10 00		
240 01	Hillhurst .....	47 50		
880 65	Hochelega (*including arrears) .....	440 00		*110 00
39 40	Holland's Mills .....	11 50		
49 17	Holton .....	20 00		
30 66	Hopetown .....	13 00		
55 03	House Harbor .....	20 00		
541 16	Howick .....	207 50		
231 90	Hudson .....	82 00		
2,100 43	Hull (*special allowance) .....	1,000 00	*500 00	
34 43	Hunterstown .....	20 00		
1,710 84	Huntingdon .....	480 00	64 00	60 00
55 72	Huntingville .....	30 00		

# A, IN REPORT No. 3, B.—Detail of Revenue, Salaries and Allowances in Quebec, within the Year ended 30th June, 1886.

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Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
1,321 77	Inverness .....	250 00	150 00	
43 02	Iron Hill .....	20 00		
115 74	Ironside .....	56 00		
23 95	Irvine .....	12 00		
132 16	Island Brook .....	43 00		
33 44	Isle aux Coudres (5 Quarters) .....	15 00		
60 11	Isle aux Grues .....	33 00		
31 33	Isle Bizard .....	12 00		
47 21	Isle Dupas .....	20 00		
39 82	Isle Perrot .....	16 00		
27 13	Isle Perrot, North .....	12 00		
488 52	Isle Verte .....	240 00	8 00	
107 26	Jersey Mills (*from 1st July, 1885) .....	60 00	*15 00	
103 76	Johnville .....	36 00		
1,920 75	Joliette .....	724 00	84 00	80 00
77 00	Jonquières .....	36 00		
16 50	Joynt .....	12 00		
480 00	Kamouraska (*season allowance) .....	240 00	*38 00	
33 05	Katevale .....	16 00		
149 44	Kazubazua .....	80 00		
37 00	Keith .....	16 00		
110 08	Kelso .....	43 00		
64 52	Kennebec Line .....	10 00		
97 07	Kensington .....	27 00		
169 46	Kildare .....	44 50		
52 18	Kingsbury .....	67 00		
48 24	Kingscroft .....	24 00		
544 51	Kingsey .....	24 00		
250 57	Kingsey Falls .....	207 50		
68 31	Kinnear's Mills .....	100 00		
35 72	Kippawa .....	57 50		
27 02	Kirkdale .....	16 00		
1,138 48	Kirk's Ferry .....	16 00		
19 15	Knowlton .....	415 00	24 00	55 00
352 69	Knowlton Landing .....	16 00		
214 50	La Baie .....	170 00	40 00	
746 03	Labarre (*including arrears) .....	96 00	*28 00	
18 91	La Beauce .....	255 00	16 00	
87 67	Laberge .....	14 00		
82 27	L'Acadie .....	32 00		
65 70	Lac à la Tortue .....	27 00		
243 84	Lachenaie .....	19 50		
2,058 85	La Chevroitière (*including arrears) .....	*57 50		
32 36	Lachine .....	500 00		80 00
1,384 20	Lachine Rapids .....	20 00		
466 33	Lachute .....	480 00	100 00	60 00
55 75	Lachute Mills .....	160 00		
707 32	Lac Masson .....	28 50		
17 50	Lac Noir .....	10 00		
7 03	Lacolle (*including arrears) .....	235 00	15 00	*49 00
90 45	La Conception .....	12 00		
74 10	Lac Ouareau .....	10 00		
	Lac St. Joseph .....	36 00		
	Lac Simon (from 1st May, 1885) .....	9 16		

# A, IN REPORT No. 3, B.—Detail of Revenue, Salaries and Allowances in Quebec, within the Year ended 30th June, 1886.

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Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts		\$ cts.	\$ cts.	\$ cts.
16 16	La Fayette .....	10 00		
72 34	La Guerre.....	36 00		
52 41	Lake Aylmer.....	18 00		
21 15	Lake Beauport.....	12 00		
42 75	Lake Etchemin (3 Quarters).....	15 00		
90 09	Lakefield.....	31 50		
12 39	Lake St. Mary.....	10 00		
71 31	Lake Témiscamingue.....	44 00		
15 12	Lakeview (closed 30th June, 1885, reopened 1st Jan., 1886).....	6 00		
239 06	Lake Weedon.....	75 00		
120 44	Lamartine (* from 1st July, 1885).....	48 00	*3 00	
358 77	Lambton.....	115 00	30 00	
30 56	Landreville.....	12 00		
36 43	Land Villa.....	22 00		
44 88	Langevin.....	20 00		
17 88	L'Annonciation.....	10 00		
204 11	Lanoraie.....	87 50		
124 29	L'Anse à Giles.....	50 00		
51 85	L'Anse au Foin.....	20 00		
79 20	L'Anse aux Gascons.....	35 00		
41 06	L'Anse St. Jean.....	20 00		
245 87	La Patrie.....	75 00		
40 79	La Petite Rivière.....	16 00		
35 36	La Petite Rivière St. François.....	19 00		
26 21	La Plain.....	16 00		
504 13	La Prairie.....	240 00	10 00	
126 60	La Présentation.....	36 00		
20 06	Larochelle.....	17 50		
57 27	Lesceles.....	20 00		
758 97	L'Assomption.....	260 00	12 00	40 00
	L'Assomption (accounts not received).....			
54 49	Latour's Mills.....	29 50		
8 63	Laurel (from 1st Oct., 1885).....	5 00		
437 74	Laurentides.....	160 00		
440 59	Lauzon.....	195 00		
19 07	Laval.....	12 00		
127 92	Lavaltrie.....	40 00		
294 79	L'Avenir.....	117 50		
241 11	Laurenceville.....	100 00		
32 14	Learned Plain.....	16 00		
192 31	Leclercville.....	76 00		
58 75	Le Collège d'Arthabaska.....	40 00		
62 16	Leeds.....	28 00	32 00	
297 46	Leeds Village.....	96 00		
24 13	Lemesurier.....	17 50		
1,562 85	Lennoxville.....	530 00	120 00	80 00
31 50	Leopold.....	10 00		
406 50	L'Epiphanie.....	137 50	80 00	
15 73	Les Dalles.....	10 00		
203 46	Les Eboulements.....	100 00	16 00	
77 97	Les Ecureuils.....	40 00		
123 01	Les Escoumains.....	70 00		
24 81	Les Grandes Bergeronnes.....	12 00		
15 41	Les Petites Bergeronnes.....	12 00		
1,364 65	Lévis.....	500 00		80 00



# A, IN REPORT No. 3, B.—Detail of Revenue, Salaries and Allowances in Quebec, within the Year ended 30th June, 1886.

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Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
26 23	Libbytown .....	12 00		
87 75	Lime Ridge .....	28 50		
17 78	Linda .....	10 00		
59 49	Lineboro' .....	20 00		
59 84	Linère .....	20 00		
133 38	Lisgar Station .....	40 00		
653 12	L'Islet .....	240 00		
157 27	Little Cascapedia .....	68 26		
301 28	Little Métis .....	120 00	20 00	
67 80	Little Pabos .....	20 12		
30 39	Little River East (from 1st July, 1885) .....	7 50		
40 74	Lochaber Bay (re-opened 1st May, 1885) .....	9 16		
193 20	Long Point .....	39 00		
13 50	Long Point of Mingan (from 1st June, 1885) .....	8 33		
483 96	Longueuil .....	200 00		
173 08	Lorette .....	63 00		
268 50	Lorne .....	107 50		
31 25	Lost River .....	16 00		
331 46	Lotbinière .....	147 50	12 00	
26 37	Louisa .....	10 00		
1,185 17	Louiseville .....	400 00	72 00	40 00
12 68	Lourdes .....	12 00		
59 07	Lourdes du Blanc Sablon .....	9 00		
97 69	Low .....	43 00		
45 73	Lower Ireland .....	16 00		
15 45	Lucerne .....	10 00		
50 91	Luskville .....	11 50		
37 57	Lysander .....	18 00		
221 89	Lyster .....	80 00		
165 88	Lyster Station .....	48 00		
9 31	McMartin's Point (closed 10th Sept., 1885) .....	6 24		
335 19	Macnider .....	129 00		
5 01	Maddington (closed 15th Aug., 1885) .....	4 50		
29 48	Maddington Falls (from 1st Oct., 1885) .....	5 00		
58 76	Magdalen Islands .....	50 00		
20 00	Magenta .....	12 00		
1,256 24	Magog .....	405 00		55 00
6 67	Magoon's Point .....	10 00		
25 10	Magpie (2 Quarters) .....	15 00		
63 12	Maisonneuve .....	15 23		
78 58	Malmaison .....	36 00	22 00	
25 00	Malvina .....	28 00		
313 69	Maniwaki .....	117 00		
487 77	Mansonville Potton .....	166 00		
109 08	Mansonville Station .....	39 00		
186 46	Maple Grove .....	64 00	12 00	
28 33	Maple Hill .....	16 00		
32 06	Maple Leaf .....	16 00		
68 35	Maple Ridge .....	24 00		
271 60	Marbleton .....	100 00		
193 65	Maria .....	96 00		
50 00	Maria Capes .....	23 00		
45 43	Maritana .....	16 00		
50 93	Marlow .....	19 00		
42 00	Marshboro' .....	24 00		
143 25	Marsden .....	56 00		

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Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
157 86	Martinville .....	38 00		
258 47	Mascouche .....	78 00		
110 12	Masham Mills .....	40 00		
73 50	Maskinongé .....	24 00	20 00	
234 65	Massawippi .....	90 00		
20 75	Mastigoche .....	12 00		
382 00	Mataane .....	195 00	40 00	
149 77	Matapedia .....	80 00	80 00	
43 54	Mawcook .....	21 50		
26 03	Mayo .....	16 00		
52 11	Melboro' .....	23 00		
585 79	Melbourne .....	270 00	60 00	40 00
332 00	Melochville .....	89 00		
18 00	Mercier .....	14 00		
139 00	Metabetchouan .....	60 00		
14 86	Metgermette .....	11 50		
119 02	Méthot's Mills .....	60 00	24 00	
68 36	Milby .....	24 00		
163 09	Mile End .....	100 00		
4 82	Miletta (from 1st Feb, 1886) .....	1 66		
36 31	Mille Isles .....	20 00		
73 50	Mille Vaches .....	30 00		
29 50	Millfield .....	20 00		
87 93	Millington .....	23 00		
159 72	Milton, East .....	50 00		
8 53	Mingan .....	20 00		
36 18	Mirabel .....	16 00		
6 41	Miranda .....	10 00		
159 96	Moë's River .....	63 00		
21 92	Moisie .....	20 00		
84 08	Mongenais .....	30 00		
37 18	Montcalm .....	16 00		
52 08	Mont Carmel .....	30 00		
10 91	Mont Dufresne (from 1st April, 1885) .....	8 33		
722 46	Montebello (*including arrears) .....	210 00	*84 00	
32 18	Montfort .....	11 50		
83 50	Mont Louis .....	28 00		
1,511 66	Montmagny .....	480 00	40 00	60 00
134 67	Montmorency Falls .....	52 00		
24 82	Mont Morin .....	12 00		
219,057 64	Montreal (salaries and expenses entered elsewhere) .....			
130 25	Mont St. Hilaire .....	34 50		
28 02	Mont St. Nicholas .....	16 00		
36 81	Moore's Station .....	20 00		
63 00	Morin Flats .....	28 50	6 00	
87 12	Mount Johnson .....	40 00		
	Mount Loyal .....	10 00		
12 28	Mount Maple .....	10 00		
23 95	Mount Oscar .....	12 00		
427 57	Murray Bay .....	200 00	120 00	
85 20	Mystic .....	35 00		
6 92	Nadeau's Crossing (from 1st July, 1885) .....	7 50		
93 10	Namur .....	40 00		
564 89	Napierville .....	195 00		
14 37	Natashquan (14 Quarters) .....	38 50		
48 27	Neigette .....	30 00		



# A, IN REPORT No. 3, B.—Detail of Revenue, Salaries and Allowances in Quebec, within the Year ended 30th June, 1886.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
302 25	Neilsonville.....	100 60		
25 22	New Armagh.....	12 00		
55 00	Newbeis.....	16 00		
390 87	New Carlisle.....	160 00		
186 45	New Glasgow.....	87 50		
14 10	New Ireland (3 Quarters).....	9 00		
183 27	New Liverpool.....	80 00		
84 34	Newport.....	28 00		
114 85	Newport Point.....	20 00		
123 91	New Richmond (6 Quarters).....	97 00	18 00	
294 65	New Rockland.....	60 00		
1,178 40	Nicolet.....	400 00	120 00	40 00
91 11	Nicolet Falls.....	38 00		
14 97	Norcliffe (re-opened 1st Sept., 1885).....	5 83		
4 82	Normandin.....	12 00		
221 44	North Coaticook.....	71 50		
39 68	North Georgetown.....	24 00	7 00	
150 75	North Ham.....	43 00		
263 84	North Hatley.....	95 00		
9 97	North Hill.....	10 00		
33 00	North Low (late Manitou).....	12 00		
181 84	North Nation Mills.....	56 00		
62 59	North Onslow.....	36 00		
19 38	North Pinnacle.....	14 00		
63 67	North Stanbridge.....	23 00		
11 00	North Stoke.....	12 00		
46 77	North Stukely.....	26 00		
44 00	North Sutton.....	23 00		
209 43	North Wakefield.....	64 00	40 00	
62 59	Norton Creek.....	40 00		
18 10	Notre Dame de Betsiamits.....	23 00		
320 16	Notre Dame de Grace.....	120 00		
39 87	Notre Dame de la Salette.....	12 00		
38 00	Notre Dame de l'Isle Verte.....	14 00		
59 14	Notre Dame de Rimouski.....	48 00		
31 39	Notre Dames des Anges.....	12 00		
110 54	Notre Dame des Bois.....	40 00		
251 85	Notre Dame de Stanbridge.....	100 00		
192 01	Notre Dame du Lac.....	76 00		
60 31	Notre Dame du Laus.....	20 00		
15 59	Notre Dame du Pont Main (from 1st June, 1885).....	8 33		
129 58	Notre Dame du Portage.....	56 00		
	Nouvelle.....	11 50		
139 52	Noyau.....	57 50		
62 39	Nutt's Corners.....	16 00		
29 31	Oak Point.....	15 00		
17 29	O'Connell.....	12 00		
48 65	Odelltown.....	16 00		
159 67	Oka.....	60 00		
84 30	Old Chelsea.....	10 00		
33 60	Old Lake Road (from 1st July, 1885).....	7 50		
21 00	Oliver.....	12 00		
16 16	Opemican (from 1st Oct. 1885).....	7 00		
906 44	Ormstown.....	295 00		
125 21	Otter Lake.....	48 00		



**A, IN REPORT No. 3, B.—Detail of Revenue, Salaries and Allowances in Quebec, within the Year ended 30th June, 1886.**

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
15 00	Painchaud .....	12 00		
639 19	Papineauville .....	210 00	12 00	
70 27	Paquette .....	29 50		
38 62	Parisville .....	16 00		
49 24	Parkhurst .....	30 00		
600 63	Paspebiac .....	240 00	100 00	
8 55	Pasteur .....	12 00		
99 50	Pauline .....	11 50		
22 82	Pearceton .....	15 00		
25 78	Pelissier .....	12 00		
32 65	Peninsula Gaspé .....	16 00		
33 17	Penticost River .....	14 50		
537 31	Percé .....	260 00	24 00	
49 27	Perkins .....	20 00		
26 51	Perryboro' .....	16 00		
42 01	Petite Matane .....	20 00		
3 42	Petite Vallée (from 1st July, 1885) .....	7 50		
13 92	Petit Mechin .....	12 00		
39 00	Peveril .....	24 00		
134 12	Philipsburg, East .....	74 00		
38 50	Piedmont .....	33 00		
599 42	Pierreville .....	217 50		
80 00	Pierreville Mills .....	50 00		
102 37	Pigeon Hill .....	36 00		
97 52	Pike River .....	44 00		
80 67	Piopolis .....	36 00		
124 40	Plaisance .....	36 00		
320 86	Pointe à Pic ("including season allowance") .....	*195 00		
107 12	Pointe au Chêne .....	50 00		
24 15	Pointe au Bouleau .....	14 00		
130 62	Pointe aux Orignaux .....	40 00		
199 16	Pointe aux Trembles, Hochelaga .....	85 00		
144 68	Pointe aux Trembles, Portneuf .....	64 00		
53 28	Pointe Bleu .....	16 00		
216 38	Pointe Claire .....	80 00		
152 98	Pointe du Lac .....	60 00		
13 00	Pointe Platon (summer office) .....	12 50		
91 30	Pointe Sèche .....	60 00		
382 40	Point Fortune .....	127 50		
1,964 65	Point St. Charles .....	600 00		80 00
330 27	Point St. Peter .....	120 00		
30 78	Poltimore .....	12 00		
39 06	Pont Chateau .....	16 00		
427 20	Pont de Maskinongé .....	137 50	16 00	
221 30	Pont Rouge .....	87 50		
60 26	Pont Viau ("including arrears") .....	*42 50		
871 47	Portage du Fort .....	357 50	6 00	40 00
11 93	Port au Persil .....	11 50		
152 90	Port Daniel .....	48 00		
40 82	Port Lewis .....	12 00		
339 86	Portneuf .....	104 00		
191 02	Portneuf Station .....	78 00		
29 49	Powerscourt .....	18 00		
71 97	Quai de Rimouski .....	27 00		
17 57	Quai des Eboulements .....	11 50		
35,143 47	Quebec (salaries and expenses entered elsewhere) .....			

**A, IN REPORT No. 3, B.—Detail of Revenue, Salaries and Allowances in Quebec, within the Year ended 30th June, 1886.**

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts		\$ cts.	\$ cts.	\$ cts.
6 47	Quinnville.....	10 00		
590 44	Quyon.....	220 00	28 00	
49 86	Radford.....	16 00		
33 18½	Radstock.....	19 00		
82 21	Randboro'.....	20 00		
35 82	Rannock (from 1st June, 1885).....	8 33		
91 10	Rapides des Joachims.....	55 00		
204 05	Rawdon.....	75 00		
16 25	Red Mountain.....	10 00		
22 64	Reedham.....	10 00		
55 57	Reedsdale.....	18 00		
106 60	Repentigny.....	46 00		
98 63	Riceburg.....	40 00		
81 92	Richardville.....	40 00		
1,635 06	Richmond, East.....	500 00		80 00
1,006 92	Richmond Station.....	335 00	32 00	40 00
6 00	Ridgeton.....	10 00		
743 92	Rigaud.....	235 00		
1,372 96	Rimouski.....	480 00	60 00	60 00
118 86	Ripon.....	50 00		
20 62	Rivière à Claude.....	13 50		
0 72	Rivière à l'Ours (from 1st Feb., 1886).....	1 67		
39 37	Rivière à Pierre (from 1st Dec., 1885).....	3 34		
36 82	Rivière de la Madeleine.....	23 00		
13 44	Rivière à la Martre.....	12 00		
11 50	Rivière aux Pins.....	10 00		
351 58	Rivière Beaudette.....	100 00	6 00	
113 98	Rivière Bois Clair.....	46 00		
272 45	Rivière Désert.....	97 50		
355 60	Rivière David.....	115 00		
13 00	Rivière des Plantes.....	12 00		
	Rivière des Prairies.....	16 00		
1,562 39	Rivière du Loup ( <i>en bas</i> ) (*including season allowance).....	*540 00	40 00	80 00
980 94	Rivière du Loup Station.....	240 00		40 00
0 14	Rivière Gagnon.....	12 00		
82 19	Rivière Gilbert.....	55 00	20 00	
61 84	Rivière Gilbert Gold Mines.....	60 00		
6 00	Rivière Joseph.....	10 00		
19 00	Rivière la Fleur.....	10 00		
33 00	Rivière Noire.....	10 00		
322 18	Rivière Ouelle.....	124 00		
11 53	Rivière St. Jean.....	16 00		
5 29	Rivière Ste. Marguerite.....	10 00		
73 00	Rivière Trois Pistoles.....	32 00		
26 19	Rivington.....	16 00		
82 86	Robertson Station.....	27 00		
196 72	Roberval.....	56 00	24 00	
394 35	Robinson.....	175 00	40 00	
68 18	Robitaille.....	27 00		
77 16	Rochelle.....	24 00		
184 81	Rockburn.....	64 00		
63 42	Rock Forest.....	14 00		
380 73	Rock Island.....	242 50		
26 30	Rockway Valley.....	10 00		
73 00	Ross Mills.....	38 00		



# A, IN REPORT NO. 3, B.—Detail of Revenue, Salaries and Allowances in Quebec, within the Year ended 30th June, 1886.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts		\$ cts.	\$ cts.	\$ cts.
148 18	Rougemont .....	60 00		
139 39	Rowanton .....	60 00		
24 37	Roxham .....	12 00		
787 16	Roxton Falls .....	255 00		
265 33	Roxton Pond .....	80 00		
4 00	Ruisseau à Sem .....	11 50		
8 00	Runnymede .....	10 00		
40 06	Rupert .....	12 00		
87 67	Russelltown .....	40 00		
183 37	Ste. Adèle .....	69 00		
142 00	Ste. Adelaïde .....	60 00		
61 79	St. Adrien .....	20 00		
141 80	St. Agapit (*including arrears) .....	40 00	*10 00	
267 53	Ste. Agathe de Lotbinière .....	90 00		
175 27	Ste. Agathe des Monts .....	57 50		
34 94	Ste. Agnès de Charlevoix .....	16 00		
61 67	Ste. Agnès de Dundee (3 Quarters) .....	20 00		
346 11	St. Aimé .....	117 50		
205 65	St. Alban .....	64 00		
75 83	St. Albert .....	28 00		
261 02	St. Alexander, Iberville .....	97 50		
207 02	St. Alexander, Kamouraska .....	120 00		
7 50	St. Alexander Station (from 1st February, 1886) .....	1 66		
119 94	St. Alexis de Montcalm .....	40 00		
74 73	St. Alexis des Monts .....	28 50		
93 26	St. Alphonse .....	28 50		
40 67	St. Alphonse de Granby .....	16 00		
83 84	St. Amédée .....	30 00		
106 78	St. Anaclet .....	46 00		
332 95	St. André Avellin .....	120 00	30 00	
213 32	St. André de Kamouraska .....	80 00		
322 53	St. Andrew's, East .....	320 00	16 00	40 00
142 31	Ste. Angèle de Laval .....	44 00		
190 54	Ste. Angèle de Monnoir .....	60 00		
256 09	St. Anicet .....	90 00	12 00	
129 93	Ste. Aune de Beauré .....	71 00		
388 63	Ste. Anne de Bellevue .....	160 00		
577 45	Ste. Anne de la Pérade .....	215 00	20 00	
712 36	Ste. Anne de la Pocatière .....	300 00	40 00	
95 36	Ste. Anne de Restigouche .....	25 00		
274 25	Ste. Anne des Monts .....	90 00	36 00	
630 45	Ste. Anne des Plaines .....	270 00		
34 78	Ste. Anne de Sorel .....	18 00		
402 30	St. Anselme .....	140 00		
178 00	St. Antoine, Lotbinière .....	75 00	8 00	
201 25	St. Antoine, Rivière Richelieu .....	68 00		
56 50	St. Antonin .....	24 00		
76 00	St. Apollinaire .....	30 00		
25 85	St. Armand Centre .....	20 00		
348 05	St. Armand Station .....	122 50	100 00	
170 77	St. Arsène .....	60 00		
362 41	St. Athanase .....	160 00		
148 75	St. Aubert .....	80 00	16 00	
96 56	St. Augustin, Portneuf .....	39 00		
137 93	St. Augustin, Two Mountains .....	57 50		
16 48	Ste. Barbe .....	11 50		



# **A, IN REPORT No. 3, B—Detail of Revenue, Salaries and Allowances in Quebec, within the Year ended 30th June, 1886.**

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
56 74	St. Barnabé, Rivière Yamaska .....	40 00		
180 39	St. Barnabé, St. Maurice.....	60 00	4 00	
329 09	St. Barthélemi .....	112 50		
101 54	St. Bazile le Grand .....	37 00		
112 26	St. Bazile, Port Neuf .....	44 00		
51 72	St. Baz le Station.....	23 00		
30 68	Ste. Beatrix .....	16 00		
208 91	St. Benoit .....	70 00		
118 61	St. Bernard, Dorchester.....	56 00		
14 90	St. Bernard, Sud.....	18 00		
9 58	Ste. Blondine .....	10 00		
96 57	St. Bonaventure (5 Quarters).....	35 00		
143 06	Ste. Brigide.....	60 00		
89 00	Ste. Brigitte des Saûts.....	23 00		
113 60	St. Bruno, Chambly .....	40 00	6 00	
60 00	St. Bruno de Kamouraska .....	10 00		
79 17	St. Calixte de Kilkenny.....	24 00		
205 34	St. Camille.....	60 00		
36 99	St. Canute .....	20 00		
563 43	St. Casimir .....	195 00	4 00	
15 16	St. Cassien des Caps .....	20 00		
70 06	Ste. Catherine .....	36 00		
52 68	Ste. Cécile de Lévrard .....	23 00		
15 15	Ste. Cécile de Whitton.....	12 00		
183 50	St. Célestin .....	80 00		
944 41	St. Césaire .....	355 00		40 00
77 15	St. Charles de Caplin (*including arrears).....	*48 75		
246 10	St. Charles, Rivière Boyer .....	99 00		
234 18	St. Charles, Rivière Richelieu .....	106 50		
509 61	Ste. Chrysostôme .....	175 00		
207 84	Ste. Claire .....	80 00	12 00	
56 40	St. Clément .....	20 00		
107 92	St. Clot .....	28 00		
168 11	Ste. Clothilde d'Arthabaska.....	48 00		
15 33	Ste. Clothilde de Châteauguay .....	10 00		
78 92	St. Columbin .....	28 00		
19 72	St. Côme .....	12 00		
174 80	St. Constant.....	44 00		
258 30	Ste. Croix .....	115 00		
724 03	Ste. Cunégonde (*from 1st July, 1885) .....	310 00		
299 52	St. Cuthbert .....	150 00		
48 47	St. Cuthbert Station.....	19 00		
4 76	St. Cyprien .....	10 00		
17 19	St. Cyr .....	10 00		
3 00	St. Cyriac (2 Quarters) .....	5 00		
74 27	St. Cyrille de l'Islet .....	24 00		
156 79	St. Cyrille de Wendover .....	47 50		
142 33	St. Damase, St. Hyacinthe.....	59 00		
23 42	St. Damase de Rimouski (from 1st July, 1885) .....	7 50		
55 00	St. Damien, Brandon .....	20 00		
63 41	St. Damien de Buckland .....	16 00		
120 60	St. David de Lévis .....	40 00		
139 09	St. Denis de la Bouteillerie .....	50 00		
347 73	St. Denis, Rivière Richelieu .....	147 50	16 00	
186 21	St. Didace .....	54 00		
169 18	St. Dominique de Bagot .....	55 50		
14 00	St. Dominique des Cédres .....	14 00		

# A, IN REPORT No. 3, B.—Detail of Revenue, Salaries and Allowances in Quebec, within the Year ended 30th June, 1886.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
60 93	St. Dominique Station (5 Quarters).....	30 00	7 50	
91 25	St. Donat .....	16 00		
9 95	St. Donat de Montcalm .....	10 00		
27 84	St. Dorothée .....	16 00		
20 80	St. Edouard de Frampton .....	12 00		
101 17	St. Edouard de Napierville.....	41 50		
127 42	St. Edwidge .....	35 00		
34 66	St. Eleuthère.....	12 00		
73 00	St. Elie .....	20 00		
330 75	St. Elizabeth .....	100 00		
112 15	St. Eloi .....	48 00		
142 28	St. Elzéar .....	63 00	6 00	
35 06	St. Emélie .....	16 00		
236 23	St. Ephrem de Tring .....	72 00		
691 39	St. Ephrem d'Upton .....	257 50	32 00	
167 00	St. Esprit .....	50 00		
83 11	St. Etienne de Beauharnois.....	33 00		
55 74	St. Etienne de Bolton.....	20 00		
701 58	St. Etienne des Grès.....	80 00		
132 16	St. Etienne de Saguenay .....	14 50		
103 43	St. Eugène .....	28 00		
108 40	St. Eulalie .....	40 00		
513 34	St. Eustache .....	200 00	12 00	
109 54	St. Evariste.....	35 00		
227 67	St. Fabien .....	80 00		
53 46	St. Famille .....	16 00		
30 82	St. Faustin .....	12 00		
20 89	St. Félicien (10 Quarters) .....	41 00		
83 33	St. Félicité .....	43 00		
286 82	St. Félix de Valois ("including arrears").....	68 00	*20 00	
379 86	St. Ferdinand .....	160 00		
49 76	St. Féréol .....	16 00		
33 48	St. Fidèle .....	24 00		
149 74	St. Flavie .....	65 00		
356 11	St. Flavie Station .....	130 00	24 00	
114 41	St. Flavien.....	40 00		
117 00	St. Flore .....	60 00		
95 10	St. Fortunat.....	30 00		
62 04	St. Foye .....	30 00		
207 69	St. François, Beauce .....	100 00		
34 24	St. François de Salles (2 Quarters).....	7 00		
209 46	St. François d'Orléans .....	16 00		
15 86	St. François du Lac.....	135 00		
239 91	St. François, Montmagny .....	10 00		
208 83	St. François, Nord-Est (from 1st July, 1885).....	80 00		
72 21	St. François Xavier de Viger (6 Quarters) .....	74 80		
138 96	St. Frédéric .....	35 00		
332 50	St. Gabriel de Brandon .....	44 00	16 00	
563 41	St. Gabriel de Montréal .....	140 00	6 00	
55 62	St. Gabriel Station .....	200 00		
53 65	St. Gédéon (3 Quarters).....	20 00		
320 47	St. Gédéon (3 Quarters).....	16 00		
152 69	St. Geneviève de Batiscan .....	128 50		
155 02	St. Geneviève, Jacques-Cartier.....	59 00	6 00	
188 95	St. George, Beauce .....	63 00		
350 65	St. George de Windsor.....	60 00		
	St. George, East.....	95 00		



# A, IN REPORT NO. 3, B.—Detail of Revenue, Salaries and Allowances in Quebec, within the Year ended 30th June, 1886.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
13 67	St. Gérard de Montarville (from 1st June, 1885)....	8 33		
632 21	St. Germain de Grantham.....	215 00		
197 15	Ste. Gertrude.....	77 50		
346 19	St. Gervais.....	120 00	24 00	
63 57	St. Giles.....	36 00		
345 52	St. Grégoire.....	140 00	150 00	
766 06	St. Guillaume d'Upton.....	220 00	20 00	
107 06	Ste. Hélène de Bagot.....	46 00		
126 76	Ste. Hélène de Chester.....	60 00		
207 73	Ste. Hélène de Kamouraska.....	72 00		
195 66	Ste. Hénédine (*including arrears).....	*74 50	12 00	
285 66	St. Henri de Lévis.....	100 00	120 00	
659 34	St. Henri de Montréal (*incl'ding special allowance).....	*355 00		40 00
112 00	St. Henri Station.....	50 00		
193 58	St. Hermas.....	80 00		
53 84	St. Herménégilde.....	15 00		
227 23	St. Hilaire Station.....	140 00	300 00	
214 80	St. Hilaire Village.....	64 00		
41 43	St. Hippolyte de Kilkenny.....	16 00		
114 81	St. Honoré.....	39 00		
76 37	St. Hubert.....	53 50		
372 74	St. Hugues.....	120 00	12 00	
3,919 90	St. Hyacinthe.....	1,260 00	200 00	200 00
74 80	St. Irénée.....	31 00		
205 94	St. Isidore, Dorchester.....	80 00		
130 50	St. Isidore, Laprairie.....	60 00		
18 72	St. Isidore Junction (from 1st July, 1885).....	7 50		
337 33	St. Jacques.....	120 00		
102 45	St. Jacques le Mineur.....	46 00		
110 60	St. Janvier.....	50 00		55 00
1,053 13	St. Jean Baptiste de Montréal.....	350 00		
243 42	St. Jean Baptiste de Rouville.....	71 50		
71 20	St. Jean Chrysostôme.....	39 00		
64 25	St. Jean de Dieu.....	30 00		
129 09	St. Jean de Matha.....	44 00		
278 88	St. Jean des Chaillons.....	112 50		
100 69	St. Jean d'Orléans.....	40 00		
99 50	St. Jean l'Evangéliste.....	37 00		
427 25	St. Jean Port Joli.....	140 00		
1,099 24	St. Jérôme.....	460 00	120 00	55 00
72 47	St. Joachim de Montmorency.....	27 00		
71 02	St. Joachim de Shefford.....	23 00		
3,886 26	St. John's, East.....	1,240 00	60 00	
3,396 03	St. John's Suburb (5 Quarters, revenue and rent; salary awaiting re-adjustment).....			125 00
705 50	St. Joseph de Beauce.....	240 00	16 00	
70 58	St. Joseph d'Alma.....	28 50		
72 28	St. Joseph de Lépage.....	24 00		
84 35	St. Joseph de Lévis.....	50 00		
107 69	St. Joseph de Sorel.....	30 00		
67 35	St. Joseph du Lac.....	24 00		
109 41	St. Jovite.....	34 50		
135 34	St. Jude.....	56 00		
428 08	Ste. Julie de Somerset.....	135 00		
69 00	Ste. Julie de Verchères.....	20 00		
187 36	Ste. Julienne.....	59 00		
151 82	St. Justin.....	59 00		



# A, IN REPORT No. 3, B.—Detail of Revenue, Salaries and Allowances in Quebec, within the Year ended 30th June, 1886.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
178 13	Ste. Justine .....	59 00		
117 87	St. Lambert de Lévis .....	50 00		
160 57	St. Lambert de Montréal .....	80 00		
260 46	St. Laurent de Montréal .....	200 00		
66 09	St. Laurent d'Orléans .....	36 00		
91 20	St. Lazare .....	36 00		
72 25	St. Lazare de Vaudreuil .....	24 00		
208 00	St. Léon .....	80 00		
286 69	St. Léonard .....	100 00		
246 94	St. Liboire .....	74 00		
65 60	St. Liguori .....	24 00		
66 99	St. Louis de Bonsecour .....	30 00		
233 76	St. Louis de Gonzague .....	79 50		
37 01	St. Louis de Ha Ha .....	23 00		
173 24	Ste. Louise .....	60 00		
32 48	St. Luc .....	16 00		
136 33	St. Luc .....	67 50		
151 50	Ste. Luce Station .....	47 50		
61 70	Ste. Lucie .....	15 00		
145 62	Ste. Magdeleine .....	59 00		
38 73	St. Magloire .....	16 00		
141 00	St. Malachie .....	60 00		
35 52	St. Malo (*including arrears) .....	*35 83		
103 20	St. Marc .....	36 00		
101 43	St. Marcel .....	34 50		
129 28	Ste. Marguerite .....	48 00		
734 90	Ste. Marie .....	295 00		
185 73	Ste. Marthe (*from 1st Sept, 1885) .....	80 00	*2 33	
114 86	St. Martin .....	40 00		
258 27	Ste. Martine .....	99 00		
81 46	St. Mathias .....	30 00		
122 60	St. Mathieu .....	40 00		
181 29	St. Maurice .....	70 00		
	St. Maurice Forges (14 Quarters) .....	35 00		
119 14	Ste. Mélanie .....	40 00		
302 17	St. Michel de Bellechasse .....	120 00		
154 19	St. Michel de Napierville .....	62 50	10 00	
58 00	St. Michel des Saints .....	20 00		
39 79	St. Modeste .....	20 00		
38 50	St. Moïse .....	15 50		
193 09	Ste. Monique de Nicolet .....	80 00	15 00	
75 53	Ste. Monique des Deux Montagnes .....	28 00		
107 74	St. Narcisse .....	40 00		
66 66	St. Nérée .....	10 00		
142 59	St. Nicholas .....	66 00		
176 80	St. Norbert .....	50 00	40 00	
237 70	St. Octave .....	69 50		
29 18	St. Odilon .....	16 00		
91 14	St. Onézime .....	20 00		
396 27	St. Ours .....	130 00	16 00	
391 64	St. Pacôme (5 Quarters) .....	138 00		
91 94	St. Pamphile .....	30 00		
437 00	St. Paschal .....	180 00		
115 77	St. Patrick (*including season allowance) .....	*51 50		
324 36	St. Patrick's Hill .....	110 00		
25 32	St. Paul de la Croix .....	12 00		
53 59	St. Paul d'Industrie .....	30 00		

# A, IN REPORT NO. 3, B.—Detail of Revenue, Salaries and Allowances in Quebec, within the Year ended 30th June, 1886.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
73 21	St. Paul du Buton .....	30 00		
80 32	St. Paul l'Hermite.....	32 00	16 00	
166 23	St. Paulin.....	64 00	10 00	
509 84	St. Paul's Bay.....	247 50	200 00	40 00
45 09	Ste. Perpétue.....	12 00		
192 06	St. Philippe d'Argenteuil.....	68 00		
76 63	St. Philippe de Laprairie.....	35 00		
144 89	St. Philippe de Néry.....	56 00		
96 57	Ste. Philomène.....	36 00		
37 87	Ste. Philomène des Chaillons (3 Quarters).....	7 50		
411 40	St. Pie.....	130 00		
100 09	St. Pie de Guire.....	36 00		
32 09	St. Pierre Baptiste.....	12 00		
36 92	St. Pierre d'Orléans (*including arrears).....	15 50	*15 00	
434 01	St. Pierre les Becquets.....	195 00	50 00	
193 60	St. Pierre, Montmagny.....	70 00	6 00	
171 30	St. Placide.....	68 00		
319 02	St. Polycarpe.....	120 00	16 00	
114 50	St. Prime.....	30 00		
154 86	St. Prosper.....	60 00		
40 00	St. Prosper de Dorchester.....	24 00		
269 32	St. Raphaël, East.....	100 00		
501 66	St. Raymond.....	200 00		
54 10	St. Rédempteur.....	15 00		
31 28	St. Régis.....	12 00		
491 86	St. Rémi.....	160 00	32 00	
82 44	St. Rémi d'Amberst.....	20 00		
143 95	St. Rémi de Tingwick.....	39 00		
108 63	St. Robert.....	40 00		
3,243 02	St. Roch de Québec.....	1,200 00		647 66
83 07	St. Roch de Richelieu.....	24 00		
123 29	St. Roch des Aulnais.....	60 00		
129 30	St. Roch l'Achigan.....	60 00		
101 00	Ste. Romaine.....	40 00		
80 10	Ste. Rosalie.....	36 00		
165 29	Ste. Rose.....	70 00		
7 50	Ste. Rose de Watford.....	10 00		
73 56	Ste. Rose du Déglé.....	36 00		
26 23	Ste. Samuel de Gayhurst.....	12 00		
1,394 31	St. Sauveur de Québec.....	500 00		86 00
151 46	St. Sauveur des Montagnes.....	50 00		
569 20	Ste. Scholastique.....	200 00	60 00	
202 24	St. Sébastien.....	80 00		
277 82	St. Sévère.....	115 00		
57 86	St. Sévérin de Beurivage (5 Quarters).....	30 00		
35 00	St. Siméon.....	20 00		
225 10	St. Simon de Rimouski (*from 1st July, 1885).....	80 00	*7 50	
215 28	St. Simon de Yamaska.....	90 00		
72 00	Ste. Sophie de Lacorne.....	20 00		
77 07	Ste. Sophie de Levard.....	28 50		
140 72	Ste. Sophie de Mégantic.....	54 00		
305 64	St. Stanislas de Champlain.....	117 50		
250 31	St. Stanislas de Kotska.....	77 50		
40 12	St. Sulpice.....	20 00		
90 63	St. Sylvester.....	52 00		
362 42	St. Sylvester, East.....	110 00		
173 66	St. Téléphore.....	47 00		



# A, IN REPORT No. 3, B.—Detail of Revenue, Salaries and Allowances in Quebec, within the Year ended 30th June, 1886.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
54 36	Ste. Thècle.....	36 00		
138 10	St. Théodore.....	53 00		
42 64	St. Théodore de Chertsey.....	20 60		
31 68	Ste. Théodosie.....	12 00		
583 37	Ste. Thérèse de Blainville.....	240 00	26 00	
92 82	St. Thomas de Joliette.....	31 00		
196 49	St. Timothée.....	71 50		
280 90	St. Tite.....	80 00	8 00	
37 43	St. Tite des Caps.....	18 00		
111 66	St. Ubalde.....	32 00		
79 58	St. Urbain.....	40 00		
104 97	St. Urbain de Chateauguay.....	40 00		
177 09	Ste. Ursule.....	63 00		
126 74	St. Valentin.....	50 00		
93 45	St. Valère.....	40 00		
152 57	St. Valérien.....	50 00		
147 82	St. Valier.....	54 00		
76 50	St. Valier Station.....	40 00		
137 68	Ste. Victoire.....	43 00		
173 00	St. Victor de Tring.....	57 50		
269 17	St. Vincent de Paul.....	120 00		
192 90	St. Wenceslas.....	70 00		
29 73	St. Zacharée.....	12 00		
12 80	St. Zenon.....	12 00		
229 49	St. Zéphirin.....	80 00		
75 17	St. Zotique.....	30 00		
152 79	Sabrevois.....	60 00		
100 62	Sacré Cœur de Marie.....	22 00		
43 45	Saints Anges.....	15 00		
28 03	Sanborn.....	12 00		
19 71	Sand Hill.....	12 00		
52 50	Sandy Beach.....	24 00		
132 84	Sault au Cochon.....	60 00		
337 62	Sault au Récollet.....	140 00		
57 24	Savage's Mills.....	24 00		
342 62	Sawyerville.....	100 00		
40 85	Sayabec.....	14 49		
561 10	Scottstown.....	135 00	20 00	
142 05	Scott's Junction.....	47 50	10 00	
48 00	Scottsmore.....	20 00		
11 35	Sellarville.....	10 00		
54 48	Settrington.....	19 00		
8 82	Seven Islands (from 1st July, 1885).....	7 50		
72 53	Shawbridge.....	24 00		
225 00	Shawenegan.....	75 00		
445 69	Shawville (* including arrears).....	160 00	*48 00	
101 11	Sheenboro'.....	36 00		
97 69	Sheffington.....	36 00		
59 44	Shefford Mountain.....	16 00		
12 30	Shefford Vale.....	12 00		
23 10	Sheldrake.....	20 00		
9,415 75	Sherbrooke.....	2,600 00	100 00	
188 78	Sherrington.....	71 50		
103 84	Shigawake.....	50 00		
283 04	Shrewsbury.....	30 00		
141 54	Sillery Cove.....	84 00		
13 85	Silver Creek.....	10 00		



# A, IN REPORT No. 3, B.—Detail of Revenue, Salaries and Allowances in Quebec, within the Year ended 30th June, 1886.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
14 93	Silverton.....	10 00		
55 50	Six Portages.....	30 00		
222 46	Smith's Mills.....	90 00	20 00	
1,018 43	Somerset.....	350 00	32 00	40 00
2,974 01	Sorel.....	820 00	200 00	140 00
83 53	South Barnston.....	20 00		
57 00	South Bolton.....	20 00		
39 02	South Dudswell (* including arrears).....	*28 00		
576 92	South Durham.....	240 00		
81 87	South Ely.....	32 00		
14 00	South Granby.....	12 00		
139 60	South Ham.....	57 50	24 00	
787 02	South Quebec.....	480 00	100 00	50 00
152 07	South Roxton.....	48 00		
194 14	South Stukely.....	60 00		
27 89	South West Point.....	12 00		
99 10	Spencer Cove.....	75 00		
30 78	Springbrook.....	16 00		
108 14	Spring Hill.....	72 00		
35 89	Spring Grove (from 1st June, 1885).....	8 33		
13 19	Stagsburn.....	12 00		
458 33	Stanbridge, East.....	160 00		
11 92	Stanbridge Ridge.....	12 00		
317 03	Stanbridge Station.....	117 50	60 00	
11 53	Stanbury.....	10 00		
133 20	Standon.....	48 00		
965 11	Stanford.....	360 00	32 00	40 00
140 07	Stanhope.....	50 00		
1,140 51	Stanstead.....	520 00	160 00	80 00
100 50	Stanstead Junction.....	31 50		
117 97	Starnesboro'.....	44 00		
66 00	Staynerville (from 1st Sept., 1885).....	5 83		
37 86	Stockwell.....	16 00		
53 81	Stoke Centre.....	12 00		
6 95	Stoketon.....	10 00		
473 27	Stonefield.....	150 00		
19 00	Stoneham.....	20 00		
287 99	Stornoway.....	94 00	32 00	
133 52	Stottville.....	60 00	72 00	
68 35	Suffield.....	10 00		
776 02	Sutton.....	320 00		40 00
207 52	Sutton Junction.....	45 50		
607 02	Sweetsburg.....	270 00	16 00	
31 43	Sydenham Place.....	20 00		
28 27	Table Falls.....	12 00		
239 00	Tadousac (*including season allowance).....	*140 00	60 00	
203 41	Templeton.....	80 00		
654 61	Terrebonne.....	200 00	30 00	
182 21	Tessierville.....	66 00		
5 45	Tewkesbury.....	12 00		
179 00	Thetford Mines.....	60 00		
19 00	Thornaby.....	19 00		
109 81	Thorne Centre.....	39 00		
35 31	Three Lakes.....	15 00		
5,992 94	Three Rivers.....	1,500 00	360 00	
825 94	Thurso.....	280 00	16 00	

# A, IN REPORT No. 3, B.—Detail of Revenue, Salaries and Allowances in Quebec, within the Year ended 30th June, 1886.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
19 72	Tikonabe.....	12 00		
128 20	Tremblay.....	40 00		
85 95	Trenholm.....	28 50		
39 54	Tring Station.....	14 50		
890 08	Trois Pistoles.....	320 00	12 00	40 00
129 88	Trois Saumons.....	43 00		
113 15	Trout Brook.....	28 50	4 00	
74 51	Trout River.....	32 00		
240 99	Ulverton.....	117 50		
424 33	Upper Bedford.....	160 00		
251 42	Upper Melbourne.....	102 50		
121 96	Upper Wakefield.....	57 50		
58 12	Valcartier.....	40 00		
69 59	Valcartier Village.....	11 50		
117 88	Valcourt.....	47 50		
2 79	Val des Bois.....	10 00		
37 86	Valençay.....	12 00		
99 00	Vale Perkins.....	29 50		
107 49	Valletort.....	36 00		
1,844 81	Valleyfield (*1 Month; discontinued).....	540 00	40 00	*6 67
84 23	Valmont.....	36 00		
31 15	Valois.....	20 00		
47 61	Vaucluse.....	24 00		
251 81	Varennas.....	120 00		
249 16	Vaudreuil.....	87 50	51 66	
97 11	Vaudreuil Station.....	40 00		
13 00	Venice.....	12 00		
20 93	Venosta.....	16 00		
262 57	Verchères.....	110 00		
15 87	Vernet.....	10 00		
46 20	Versailles.....	20 00		
58 92	Vicars.....	30 00	12 00	
1,094 44	Victoriaville.....	360 00	200 00	40 00
91 57	Viger.....	37 50		
169 00	Village des Aulnaies.....	80 00		
228 23	Village Richelieu.....	90 00		
112 36	Villa Mastai (3 Quarters).....	45 00		
15 10	Villette.....	10 00		
40 00	Vincennes.....	20 00		
95 70	Vinton.....	28 50		
399 77	Wakefield.....	155 00		
54 00	Walker's Cutting.....	30 00		
30 94	Waltham.....	20 00		
188 53	Warden.....	80 00		
905 32	Warwick, East (*including arrears).....	320 00	*50 00	40 00
2,227 20	Waterloo, East.....	640 00	96 00	100 00
549 62	Waterville.....	195 00		
25 94	Watkin's Mills.....	11 50		
127 04	Way's Mills.....	44 00		
63 82	Weedon (3 Quarters).....	45 00		
83 74	Weedon Centre.....	30 00		
512 00	Weedon Station.....	110 00		
15 53	West Bolton.....	10 00		
237 86	West Brome.....	80 00		

**A, IN REPORT No. 3, B—Detail of Revenue, Salaries and Allowances in Quebec, within the Year ended 30th June, 1886.**

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
205 44	West Broughton.....	55 00		
26 00	Westbury .....	16 00		
86 66	Westbury Basin (3 Quarters) .....	24 12		
11 65	West Ditton.....	12 00		
50 31	West Potton .....	15 00		
257 23	West Shefford .....	87 50		
7 99	West Shefford Station (from 1st Feb., 1886).....	1 67		
43 06	Wheatland.....	17 50		
9 10	Whitwick (from 1st Feb., 1886).....	1 67		
260 90	Wickham West .....	96 00		
9 00	Wilson's Corners .....	10 00		
48 50	Wilson's Mills .....	14 00		
1,251 08	Windsor Mills.....	360 00		40 00
16 02	Wolfe Ridge (from 1st May, 1885).....	9 16		
182 31	Wolfstown .....	64 00		
65 84	Woodside (3 Quarters).....	22 50		
336 30	Wotton.....	120 00		
149 79	Wright.....	90 00		
795 41	Yamachiche (*including arrears)' .....	240 00	*26 00	
438 80	Yamaska.....	180 00	60 00	
61 11	Yarm.....	16 00		
\$527,192 76	Totals.....	†\$99,447 80	\$8,714 49	\$4,378 33

† N.B.—Of this, the amount of \$97,786.94 was paid from Revenue collections, and \$1,660.86 from Parliamentary appropriation. The latter has been brought to account at page 84, part ii.

**A. CAMPBELL,**

*Postmaster-General.*

**H. A. WICKSTEED,**

*Accountant.*



PROVINCE OF NOVA SCOTIA.  
A, IN REPORT No. 3, C.

DETAIL of all payments made for Salaries, &c., in Nova Scotia; showing in each case, the name of the person, the service or duty performed, and the amount paid within the Year ended 30th June, 1886.

Name.	Service.	Salary. \$ cts.	Night Duty and Mileage. \$ cts.	Total of Classes. \$ cts.	Grand Total. \$ cts.
NOVA SCOTIA DIVISION.					
C. J. Macdonald.	Post Office Inspector	2,200 00			
J. D. Story	Assistant do	1,250 00			
H. D. Stewart	2nd Class Clerk	950 00		3,450 00	
T. E. Davison	do	950 00			
S. J. R. Sircom.	3rd do	680 00		1,900 00	
A. Costley	do	520 00			
W. Kearns	do	460 00			
M. H. Meagher.	Messenger	452 50		1,660 00	
R. R. McMillan	do (office-keeper) to 31st August, 1885 (deceased)	98 34			
Total, Inspector's Office				550 84	7,560 84
RAILWAY MAIL SERVICE.					
E. A. Bent	Chief Railway Mail Clerk	1,500 00		1,500 00	
J. McN. Gabriel	1st Class do (including arrears)	1,000 00	421 44		
A. Brown	2nd do	800 00	323 17		
R. Davison	do	800 00	231 20		
J. W. H. Cameron	do	800 00	393 61		
J. McNeil	do	800 00	244 14		
W. Crowley	do	720 00	71 20		
S. Hall	do	720 00	185 60		

A, IN REPORT No. 3, C.—Detail of all payments for Salaries, &c., in Nova Scotia, made within the Year ended 30th June, 1886.

Name.	Service.	Salary.	Night Duty and Mileage.	Total of Classes.	Grand Total.
		\$ cts	\$ cts	\$ cts	\$ cts
RAILWAY MAIL SERVICE—Concluded.					
G. A. Hawkesworth.....	2nd Class Railway Mail Clerk	720 00	183 00		
J. D. Ross.....	do	693 33	149 80	7,835 05	
J. Campbell.....	3rd	536 66	182 80		
S. O. Huestis.....	do	216 66	.....		
W. C. McKinnon.....	do	520 00	201 65		
D. R. McLean.....	do	520 00	260 66		
T. Keith.....	do	520 00	289 09		
W. H. McRobert.....	do	520 00	300 78		
W. Bennett.....	do	520 00	209 44		
C. E. Power.....	do	530 00	267 90		
W. P. Eaton.....	do	500 00	313 40		
F. Southall.....	do	480 00	257 61	7,146 65	
		13,416 65	4,486 49		17,903 14
Total, Railway Mail Service.....					
Grand Total carried forward . . . . .					
		\$20,977 49	\$4,486 49	\$25,463 98	\$25,463 98

A, IN REPORT No. 3, C.—Detail of all payments for Salaries, &c., in Nova Scotia, made within the Year ended 30th June, 1886.

Name.	Service.	Salary.	Total of Classes.	Grand Total.
		\$ cts.	\$ cts.	\$ cts.
	<i>Brought forward.....</i>			25,463 98
	HALIFAX POST OFFICE.			
H. W. Blackadar.....	Postmaster.....	2,400 00		
F. V. Tremain.....	Assistant Postmaster.....	1,600 00	4,000 00	
A. H. Cunningham.....	2nd Class Clerk.....	1,200 00		
W. H. Chamberlain.....	do.....	950 00		
J. O'Bryan.....	do.....	950 00		
T. G. Creighton.....	do.....	950 00		
T. W. Cassey.....	3rd do.....	80 00	4,050 00	
J. O'Toole.....	do.....	133 34		
W. V. Smith.....	do.....	800 00		
P. Mulcahy.....	do.....	800 00		
C. D. Fraser.....	do.....	800 00		
C. M. R. Lounds.....	do.....	800 00		
L. W. Travis.....	do.....	680 00		
F. J. Power.....	do.....	680 00		
W. Parker.....	do.....	680 00		
E. Delancy.....	do.....	680 00		
A. C. Crowe.....	do.....	600 00		
W. H. Walker.....	do.....	630 00		
H. A. Baggis.....	do.....	490 00		
F. Kaye.....	do.....	450 00		
E. A. Sullivan.....	do.....	450 00		
A. Logan.....	do.....	400 00		
W. W. Pogo.....	Temporary Clerk (from 13th May, 1886).....	53 76	9,873 34	
D. A. King.....	do.....	53 76		
S. Saunders.....	Superintendent Letter Carrier.....	700 00		
J. Fitzgerald.....	Letter Carrier.....	600 00	107 52	
J. Wilson.....	do.....	600 00		
E. Carroll.....	do.....	600 00		



A, IN REPORT NO. 3, C.—Detail of all payments for Salaries, &c., in Nova Scotia, made within the Year ended 30th June, 1886.

Name.	Service.	Salary.	Total of Classes.	Grand Total.
		\$ cts.	\$ cts	\$ cts
HALIFAX POST OFFICE—Concluded.				
H. S. Laurilliard.....	do	600 00		
J. Mahar.....	do	600 00		
J. O'Malley.....	do	600 00		
R. Myers.....	do	600 00		
N. Brodie.....	do	600 00		
J. A. Grant.....	do	420 00		
J. Wall.....	do	397 50		
G. Davis.....	do	397 50		
J. P. Lindsay.....	do	360 00	7,075 00	
J. Wood.....	Letter Collector.....	600 00		
J. J. Mulcahy.....	do	580 00		
E. Payne.....	do	412 50	1,592 50	
J. H. Smith.....	Temporary Letter Collector (from 5th Aug. to 31st Dec., 1885; from 5th to 12th Jan., 1886; from 6th to 9th Mar., 1886, and from 22nd Mar., 1886).....	257 41	257 41	
J. Theakston.....	Messenger.....	390 00	390 00	
Total, Halifax Post Office.....				27,345 77
Balances of salaries remitted by cheque to Postmasters other than above; being the excess of their salaries over the amount of revenue collected by them (see total of following statement).....				2,166 64
Total.....				\$54,976 39

A. CAMPBELL,  
Postmaster-General.

H. A. WICKSTEED,  
Accountant.

## A, IN REPORT No. 3, C.

DETAIL of Salaries ; Allowances for Forward Duty ; Allowances in aid of Rent, Fuel and Light ; and of Revenue collected at the several Post Offices in Nova Scotia, within the Year ended 30th June, 1886.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
30 19	Abercrombie .....	18 00		
1,065 13	Acadia Mines .....	500 00		60 00
18 00	Addington Forks .....	16 00		
4 81	Admiral Rock (re-opened 1st Dec., 1885) .....	4 00		
244 44	Advocate Harbor (*including arrears) .....	100 00	*48 00	
79 05	Afton .....	36 00		
16 25	Albert Bridge .....	14 50		
27 41	Alderney .....	11 50		
	Alder Point (5 Quarters) .....	12 50		
11 28	Alder River .....	10 00		
14 50	Alexander .....	16 50		
49 06	Alma .....	30 00		
44 77	Alton (late Polly Bog) .....	18 00		
11 54	Amaguadus Pond .....	10 00		
4,386 29	Amherst .....	1,200 00	150 00	180 00
12 00	Amherst Point .....	16 00		
1,822 49	Annapolis .....	624 00	300 00	120 00
2,519 42	Antigonishe .....	720 00		120 00
10 07	Antigonishe Harbor .....	10 00		
10 63	Antigonishe Harbor, South side .....	10 00		
4 49	Antrim .....	10 00		
143 19	Apple River (*including arrears) .....	*47 50		
134 01	Arcadia .....	57 50		
0 60	Ardrness (from 1st Dec., 1885) .....	3 33		
31 80	Argyle .....	28 00		
27 08	Argyle Head .....	11 50		
6 54	Argyle Sound .....	10 00		
688 23	Arichat .....	418 00		40 00
24 00	Arissig .....	12 00		
1 70	Ashdale .....	10 00		
7 03	Askilton .....	10 00		
138 53	Athol .....	75 00	120 00	
8 00	Auld's Cove .....	16 00		
40 53	Avondale .....	16 00		
43 56	Avondale Station .....	16 00		
176 00	Avonport .....	80 00		
636 95	Avonport Station .....	200 00		
573 20	Aylesford (from 1st July, 1885) .....	220 00	*30 00	
50 30	Baccaro .....	15 00		
2 93	Back Lands .....	10 00		
15 28	Back Meadows .....	12 00		
909 68	Baddeck .....	395 00	60 00	40 00
10 93	Baddeck Bay .....	11 50		
12 49	Baddeck Bridge .....	11 50		
20 50	Baddeck River, North Branch .....	11 50		
77 42	Bailey's Brook .....	30 00		
21 01	Baker Settlement .....	12 00		
6 91	Balmoral .....	11 50		
17 14	Balmoral Mills (from 1st May, 1885) .....	9 17		
19 01	Banks of Broad Cove .....	12 00		
77 60	Barney's River .....	51 50		
7 94	Barney's River Station (from 1st Dec., 1885) .....	3 33		



# A, IN REPORT NO. 3, C.—Detail of Revenue, Salaries and Allowances in Nova Scotia, within the Year ended 30th June, 1886.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
658 23	Barrington.....	424 00		40 00
38 50	Barrington Passage.....	16 00		
21 65	Barrio's Beach.....	11 50		
70 66	Barronsfield.....	24 00		
17 13	Bar Settlement.....	12 00		
55 62	Bar's Corners.....	24 00		
1 62	Barry's Corners.....	10 00		
12 22	Basin of River Inhabitants.....	12 00		
111 73	Bass River.....	60 00		
103 90	Battery Hill.....	35 00		
22 59	Bateston.....	11 50		
11 81	Baxter Harbor.....	10 00		
88 59	Bayfield.....	36 00		
37 03	Bay St. Lawrence.....	16 00		
22 85	Beach Meadows.....	12 00		
41 08	Bear Point.....	20 00		
603 14	Bear River, West Side.....	240 00		
3 29	Beaulieu (from 1st Oct., 1885).....	5 00		
244 02	Beaver Bank.....	60 00	8 00	
15 70	Beaver Brook.....	12 00		
25 07	Beaver Cove.....	12 00		
30 12	Beaver River.....	20 00		
97 94	Beaver River Corners.....	54 50		
241 08	Bedford Basin.....	100 00		
7 00	Beech Hill.....	12 00		
7 93	Beechmont.....	10 00		
57 16	Belle Island.....	24 00		
3 48	Belleville (late Eel Lake).....	12 00		
37 08	Belliveau Cove.....	20 00		
144 16	Belmont.....	47 50		
12 00	Benacadie.....	10 00		
1,023 28	Berwick.....	360 00		40 00
12 00	Big Bank.....	12 00		
203 50	Big Bras d'Or.....	72 50		
7 20	Big Brook.....	10 00		
10 66	Big Harbor.....	12 00		
10 89	Big Intervale.....	12 00		
8 66	Big Island.....	12 00		
13 88	Big Lorraine.....	11 50		
5 85	Big Marsh.....	10 00		
55 68	Big Pond.....	26 00		
14 77	Big Port le Bear.....	12 00		
15 88	Big Ridge.....	12 00		
124 70	Big Tracadie.....	49 50		
212 00	Bill Town.....	52 00		
10 74	Birchtown.....	11 50		
9 57	Black Brook.....	10 00		
37 37	Black Point, Halifax.....	12 00		
14 10	Black Point, Queen's.....	10 00		
10 81	Black River.....	10 00		
7 50	Black Rock.....	10 00		
12 00	Blanchard Road.....	10 00		
7 92	Blanche.....	10 00		
41 00	Blandford.....	16 00		
19 35	Block House.....	12 00		
49 59	Blomidon.....	23 00		
14 75	Bloomfield (from 1st June, 1885).....	8 33		



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\$ cts.		\$ cts.	\$ cts.	\$ cts.
21 46	Blueberry .....	12 00		
48 00	Blue Mountain .....	20 00		
25 09	Blue's Mills .....	11 50		
	Blue Rock .....	10 00		
10 83	Borneish .....	10 50		
8 93	Boisdale, Barachois .....	10 00		
14 72	Boisdale Chapel .....	11 50		
26 00	Boom .....	20 00	10 00	
71 19	Boulardarie .....	87 00		
4 53	Boulardarie, West .....	10 00		
25 68	Boulardarie, Back Lands .....	12 00		
20 00	Boulardarie, Centre .....	14 50		
16 69	Boulardarie, East .....	11 50		
151 98	Boylston .....	63 00		
	Branch LaHave .....	10 00		
40 87	Brazil Lake .....	16 00		
	Brenton .....	10 00		
71 63	Bridgeport .....	47 50		
1,480 75	Bridgetown .....	500 00		60 00
51 00	Bridgeville .....	24 00		
1,773 11	Bridgewater .....	600 00	70 00	80 00
10 83	Briley's Brook .....	11 50		
33 85	Broad Cove Chapel .....	16 00		
30 28	Broad Cove, Lunenburg .....	12 00		
16 05	Broad Cove Mines (closed 10th Oct., 1885; re- opened 1st Jan., 1886) .....	*8 27		
2 90	Broad Cove Ponds (from 1st Sept., 1885) .....	5 83		
261 54	Brookfield, Colchester .....	127 50	48 00	
94 93	Brookfield, Queen's .....	35 00		
12 50	Brookland .....	12 00		
123 43	Brooklyn, Queen's .....	50 00		
14 42	Brooklyn, Yarmouth .....	11 50		
25 83	Brookvale .....	12 00		
79 00	Brook Village .....	28 00		
40 62	Brookville, Cumberland .....	14 00		
16 00	Brookville, Pictou .....	12 00		
10 00	Brown's Brook .....	10 00		
10 00	Brown's Mountain .....	10 00		
3 34	Brownsville (from 1st Dec., 1885) .....	3 33		
91 63	Brulé .....	36 00		
10 00	Bucklaw .....	11 50		
34 71	Buckley's .....	24 00		
37 63	Burlington .....	24 00		
16 13	Burnside .....	12 00		
9 00	Burntcoat .....	10 00		
224 57	Caledonia Corners (*including arrears) .....	98 00	*70 00	
10 17	Caledonia Mills .....	11 50		
91 06	Caledonia Mines .....	36 00		
36 15	Caledonia, St. Mary's .....	16 00		
24 10	Cambridge .....	12 00		
140 93	Cambridge Station .....	48 50		
42 06	Canaan, King's .....	15 50		
9 76	Canaan, Yarmouth .....	11 50		
153 38	Canari .....	90 00		
35 00	Canada Creek .....	20 00		
25 23	Cannes .....	11 50		

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Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
903 00	Canning.....	357 50	50 00	40 00
45 00	Cannonville.....	28 00		
877 72	Canso (*including arrears).....	*315 00		
26 47	Cape George.....	34 00		
8 85	Cape George Harbor.....	10 00		
26 10	Cape John.....	12 00		
9 09	Cap La Ronde (from 1st June, 1885).....	8 33		
11 40	Cape Mabou.....	12 00		
61 16	Cape Negro.....	20 00		
20 65	Cape Negro Island.....	10 00		
105 20	Cape North (*including \$10.00 to sub-office).....	*49 00		
77 47	Cape Sable Island.....	57 50		
65 60	Carlton.....	20 00		
19 00	Carriboo Cove.....	16 00		
7 25	Carriboo Marsh.....	10 00		
143 67	Carriboo River.....	56 00		
13 50	Carriboo Gold Mines.....	12 00		
	Carroll's Corners.....	10 00		
15 20	Catalone (*including arrears).....	19 00	*7 50	
7 50	Catalone Gut.....	10 00		
11 46	Cedar Lake.....	10 00		
70 01	Central Argyle.....	23 00		
55 03	Central Clarence.....	21 00		
30 87	Central Chebogue.....	14 00		
10 96	Central New Annan.....	10 00		
20 15	Central Onslow.....	12 00		
77 00	Centreville, Digby.....	40 00		
91 00	Centreville, King's.....	44 00		
11 90	Chance Harbor.....	10 00		
6 69	Chapman's Settlement.....	10 00		
14 00	Charlo's Cove.....	10 00		
12 39	Chebogue Point.....	16 00		
27 95	Cheggoggin.....	10 00		
30 00	Chelsea.....	16 00		
78 59	Chesley's Corners (*from 1st July, 1885).....	39 00		
546 73	Chester (*including arrears).....	176 00	*4 50	
84 06	Chester Basin.....	28 00	*25 00	
6 84	Chester Grant.....	10 00		
64 75	Cheticamp.....	37 00		
9 00	Cheticamp Chapel.....	10 00		
228 71	Cheverie.....	87 50		
42 55	Chignecto.....	32 00		
10 36	Chimney Corner.....	12 00		
16 49	Chipman's Brook.....	11 50		
	Chipman's Corners.....	10 00		
84 03	Christmas Island.....	37 00		
4 09	Church Over.....	10 00		
114 13	Church Street.....	28 00		
35 82	Churchville.....	23 50		
36 14	Chute's Cove.....	12 00		
18 42	Clam Harbor.....	11 50		
12 74	Claremont.....	10 00		
79 35	Clarence.....	36 00		
171 66	Clarke's Harbor.....	80 00		
16 50	Clarke's Road.....	10 00		
220 36	Clementsport.....	138 00		
89 81	Clementsvale.....	20 00		



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Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
23 56	Clifton.....	16 00		
10 16	Cloverdale.....	10 00		
143 68	Clyde River.....	56 00	24 00	
10 00	Cochran's Lake.....	10 00		
12 42	Coddle's Harbor.....	10 00		
10 49	Cogmagun River.....	10 00		
292 50	Cold Brook Station.....	97 50		
7 63	Cold Stream.....	10 00		
14 03	Cole Harbor.....	12 00		
35 70	Comeauville.....	23 00		
6 21	Condon Settlement.....	10 00		
32 00	Conn's Mills.....	23 00		
24 75	Conquerall Bank.....	27 50		
12 96	Conquerall Mills.....	10 00		
35 15	Cook's Brook.....	16 00		
8 89	Cook's Cove.....	10 00		
9 50	Copper Lake.....	10 00		
10 00	Corberrie.....	10 00		
612 45	Cow Bay.....	280 00		
13 63	Coxheath.....	11 50		
22 97	Cranton Section.....	10 00		
7 87	Crofton.....	10 00		
226 00	Cross Roads, Country Harbor.....	70 00		
23 32	Cross Roads, Middle Melford.....	14 00		
10 25	Cross Roads, Ohio.....	11 50		
133 16	Cross Roads, St. George's Channel.....	11 50		
63 00	Crowell.....	44 00		
25 40	Crow Harbor.....	23 00		
5 48	Crowe's Mills.....	12 00		
	Culloden.....	10 00		
29 48	Dalhousie, East.....	10 00		
23 06	Dalhousie Road.....	16 00		
11 14	Dalhousie Settlement.....	11 50		
1,451 25	Dartmouth.....	450 00		60 00
9 76	Davison Street.....	10 00		
13 65	Day Springs.....	11 50		
51 00	Dean.....	16 00		
138 35	Debert Station.....	60 00	100 00	
66 03	Deep Brook.....	30 00		
46 59	Deerfield.....	20 00		
15 17	Delap's Cove.....	10 00		
28 66	Delhaven.....	16 00		
3 00	Dempsey's Corners.....	10 00		
10 42	Dennistown.....	10 00		
12 00	Densmore's Mills.....	10 00		
1,645 70	Digby.....	620 00	200 00	100 00
19 00	Dingwall.....	11 50		
160 27	Discouse.....	60 00		
9 65	Doctor's Brook.....	10 00		
76 99	Doctor's Cove.....	28 00		
26 13	Doherty Creek.....	16 00		
13 81	Dover, West.....	14 00		
36 29	Dublin Shore.....	16 00		
18 06	Duncan.....	11 50		
5 75	Dundee.....	11 50		
10 54	Dunmaglass.....	10 00		



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Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
13 88	Dunmore.....	12 00		
37 50	Dunvegan (late Broad Cove Marsh).....	18 00		
108 73	Durham.....	48 00		
14 36	Dutch Settlement.....	10 00		
184 08	Dutch Village.....	46 00		
49 00	Earltown.....	24 00		
60 00	East Bay.....	35 00	20 00	
17 93	East Bay, North Side.....	16 00		
17 05	East Chebogue.....	10 00		
3 17	East Chezzetcook.....	10 00		
23 04	East Dover.....	11 50		
28 31	East Earltown.....	12 00		
17 31	East Ferry.....	10 00		
94 90	Eastern Harbor.....	32 00		
42 70	East Folly Mountain.....	30 00		
11 93	East Hall's Harbor Road.....	10 00		
19 52	East Jeddore.....	10 00		
9 00	East Mapleton (from 1st June, 1885).....	8 33		
22 00	East Margaree.....	12 00		
44 74	East Margaretsville.....	11 50		
43 86	East Mines Station.....	12 00		
46 05	East New Annan.....	34 00		
25 00	East Port Medway.....	28 00		
9 92	East River.....	10 00		
21 00	East River, St. Mary's.....	20 00		
148 35	East River, Sheet Harbor.....	44 00		
39 20	East Side of Margaree Harbor.....	13 50		
74 63	East Side of Publico Harbor.....	36 00		
3 99	East Side of Ragged Island.....	10 00		
24 00	Eastville.....	12 00		
36 39	East Wallace (from 1st June, 1885).....	8 33		
19 96	East Wentworth.....	12 00		
501 12	Economy.....	212 00		
133 00	Economy Point.....	95 00		
55 30	Ecum Secum.....	19 00		
72 44	Eel Brook.....	37 50		
7 00	Eel Cove.....	10 00		
13 33	Eel Creek.....	10 00		
2 50	Elgin.....	10 00		
133 83	Ellershouse.....	110 00		
14 13	Elmfield.....	5 00		
303 35	Elmsdale.....	95 00		
55 86	Elmsvale.....	20 00		
10 47	Emerald.....	10 00		
131 50	Enfield.....	57 50		
30 98	English Corners.....	13 50		
118 93	English Town.....	108 00		
15 62	Enon.....	12 00		
6 00	Erinsville.....	10 00		
14 15	Eskasoni.....	11 50		
8 50	Etna.....	10 00		
8 60	Factory Dale.....	10 00		
11 15	Falkland.....	10 00		
21 85	Falkland Ridge.....	11 50		
39 68	Falmouth.....	15 00		

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\$ cts.		\$ cts.	\$ cts.	\$ cts.
134 22	Falmouth Station.....	51 00		
6 18	False Bay Beach.....	10 00		
15 84	Farmington.....	10 00		
10 00	Fenwick.....	10 00		
6 85	Ferry Landing (from 1st Sept., 1885).....	5 85		
17 50	Fifteen Mile Stream.....	11 50		
7 16	First South.....	10 00		
170 62	Five Islands.....	98 00		
32 60	Five Mile River.....	14 50		
14 50	Fletcher Station.....	11 50		
	Folly Lake (accounts not received).....			
67 05	Folly Mountain.....	74 00		
194 16	Folly Village.....	158 00		
14 50	Forbes.....	10 00		
10 20	Forbes Point.....	9 17		
8 03	Forks, Baddeck.....	10 00		
11 00	Fortie's Settlement.....	10 00		
34 14	Fort Lawrence.....	19 00		
13 42	Foster's.....	11 50		
96 06	Fouchie.....	40 00		
9 83	Four Mile Brook (from 1st Sept., 1885).....	5 83		
51 55	Four Mile House.....	44 00		
26 93	Fox Harbor.....	11 00		
	Fox Island, Main (from 1st March, 1886).....	0 83		
73 05	Fox River.....	26 00		
42 25	Framboise (from 1st July, 1885).....	19 50	*3 00	
4 67	Fraser Grant.....	10 00		
15 39	Fraser Mills.....	10 00		
203 12	Freeport.....	80 00		
12 03	French River.....	12 00		
10 63	French Road.....	10 00		
10 17	French Vale.....	10 00		
145 47	French Village.....	52 00		
20 50	Friar's Head.....	10 00		
110 65	Gabarouse.....	40 00		
8 00	Gabarouse Lake.....	10 00		
122 06	Garden of Eden.....	16 00		
14 02	Gardiner Mines.....	10 00		
103 54	Gaspereaux.....	40 00		
6 00	Gavelton.....	10 00		
90 85	Gay's River.....	36 00	6 00	
44 94	Gay's River Road.....	16 00		
10 00	George's River.....	10 00		
38 76	Georgewille.....	16 00		
66 76	Getson's Point.....	28 00		
8 71	Giant's Lake.....	10 00		
81 29	Gilbert's Cove.....	31 00		
14 24	Gillander's Mountain.....	10 00		
8 36	Gillie's Lake.....	10 00		
4 84	Gillie's Point.....	10 00		
6 89	Gillie's Point, East.....	10 00		
10 00	Glen Alpine.....	10 00		
7 34	Glen Bard.....	10 00		
5 85	Glenbervie (from 1st July, 1885).....	7 50		
	Glencoe.....	10 00		
0 96	Glen Cove.....	10 00		



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\$ cts.		\$ cts.	\$ cts.	\$ cts.
16 50	Glendale (*from 1st July, 1885) .....	12 00	*6 00	
63 75	Glendyer.....	20 50		
66 06	Glennig.....	63 00		
8 00	Glengarry.....	10 00		
95 07	Glengarry Station.....	54 00	10 00	
72 46	Glen Margaret.....	32 00	10 00	
14 33	Glen Road.....	10 00		
6 39	Glenshee.....	10 00		
13 37	Glen Uig.....	10 00		
90 09	Glenwood.....	35 00		
10 62	Goff's.....	10 00		
178 38	Goldenville.....	87 00		
22 80	Gold River.....	11 50		
91 87	Gore.....	32 00		
71 64	Goshen.....	20 00		
107 00	Grafton.....	36 00		
14 95	Grand Anse (*including arrears).....	10 00	*55 00	
33 50	Grand Etang.....	14 00		
32 83	Grandigue Ferry.....	26 00		
10 52	Grand Lake Station.....	10 00		
9 62	Grand Mira, North.....	10 00		
8 83	Grand Mira, South.....	10 00		
28 83	Grand Narrows.....	19 00		
6 00	Grand Narrows, Rear (from 1st Oct., 1885).....	5 00		
35 83	Grand Narrows, South.....	12 00		
236 47	Grand Pré.....	104 00		
98 06	Grand River.....	40 00		
47 77	Granton.....	23 00		
28 50	Granville Centre.....	15 50		
580 00	Granville Ferry.....	200 00		
855 97	Great Village (5 Quarters).....	312 50	150 00	
20 50	Green Cove.....	10 00		
6 46	Greendale (from 1st Sept., 1885).....	5 83		
45 50	Greenfield, Colchester.....	16 00		
26 83	Greenfield, Queen's.....	12 00		
14 52	Greenfield, St. Mary's.....	11 50		
7 40	Green Hill, Cumberland.....	10 00		
24 62	Green Hill, Pictou.....	16 00		
4 59	Green's Brook.....	10 00		
19 97	Green's Creek.....	12 00		
108 50	Greenville.....	47 50	8 00	
142 04	Greenville Station.....	50 00	100 00	
14 47	Greenwood.....	10 00		
23 89	Greywood.....	10 00		
63 64	Grosses Coque.....	16 00		
10 48	Grosvenor.....	10 00		
12 34	Groves Point.....	10 00		
9 65	Gulf Shore.....	12 00		
34 19	Gunning Cove.....	20 00		
1,080 84	Guysborough.....	512 00		60 00
28 27	Guysborough Intervale.....	24 00		
17 66	Hackett's Cove.....	10 00		
10 00	Hainsville.....	10 00		
21 17	Half Island Cove.....	24 00		
15 40	Halfway Brook.....	10 00		
6 36	Halfway Cove.....	10 00		



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Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
5 50	Halfway River.....	10 00		
12 00	Halfway River Station.....	12 00		
46,850 79	Halifax (salaries and expenses entered elsewhere).....			
8 73	Hallowell Grant.....	10 00		
30 12	Hall's Harbor.....	24 00		
57 00	Hansford.....	16 00		
831 57	Hantsport (from 1st July, 1885).....	315 00		*30 00
269 89	Harbor au Bouche.....	90 00		
7 50	Harbor Road.....	10 00		
125 06	Harborville.....	43 00		
8 82	Hardwood Lands.....	10 00		
10 81	Harmony.....	10 00		
35 16	Harmony Mills.....	16 00		
26 00	Harrigan Cove.....	14 00		
6 17	Harrison's Settlement.....	9 50		
39 02	Hartford.....	20 00		
8 81	Hasett.....	10 00		
5 84	Hastings.....	11 50		
29 44	Havelock.....	11 50		
14 00	Hay's River.....	10 00		
36 85	Head of Amherst.....	15 00		
47 85	Head of Chezzetcook.....	17 50		
14 85	Head of Indian Harbor Lake.....	12 00		
18 54	Head of Jeddore (*2 Quarters, discontinued).....	12 00	*6 00	
204 12	Head of Jordan River.....	80 00		
51 92	Head of River Hébert.....	16 00		
108 78	Head of St. Margaret's Bay.....	60 00		
170 50	Head of St. Mary's Bay.....	46 50		
52 57	Head of South River Lake.....	20 00		
149 84	Head of Tatamagouche Bay.....	40 00		
38 48	Head of Wallace Bay.....	20 00		
40 34	Head of Wallace Bay, North Side.....	19 00		
12 37	Heathbell (from 1st Sept., 1885).....	5 83		
149 34	Heatherton.....	60 00		
	Hebb's Cross.....	11 50		
363 16	Hebron.....	136 50		
12 00	Hemford.....	10 00		
48 63	Henderson Settlement.....	16 00		
9 95	Hennigar.....	10 00		
8 03	Herring Cove.....	10 00		
9 31	Highbury.....	10 00		
60 04	Highfield.....	20 00		
31 05	Highland Village.....	12 00		
33 00	Hillsborough.....	16 00		
18 00	Hillside.....	12 00		
33 95	Hodson.....	10 00		
31 04	Holland Harbor.....	12 00		
646 74	Hopewell.....	215 00	24 00	
14 30	Hornsey.....	10 00		
6 70	Horn's Road.....	10 00		
208 50	Horton Landing.....	74 50		
286 32	Hubbard's Cove.....	78 00	12 00	
13 04	Hunter's Mountain.....	12 00		
10 60	Huntington.....	10 00		
24 74	Hunt's Point.....	14 00		
10 00	Hutchinson Settlement.....	10 00		

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Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
3 98	Indian Brook.....	10 00		
53 21	Indian Harbor.....	20 00		
5 29	Indian Point.....	10 00		
12 27	Indian Road.....	10 00		
30 58	Inglisville.....	12 00		
57 09	Ingonish.....	43 50		
44 61	Ingram River.....	20 00		
2 18	Ireton.....	11 50		
53 88	Irish Cove.....	33 00		
11 50	Iron Mines.....	11 50		
13 00	Iron Ore.....	10 00		
120 47	Isaac's Harbor.....	52 00	4 00	
124 54	Isaac's Harbor, East Side.....	51 50		
26 00	Jackson.....	12 00		
3 73	Jackson Road.....	10 00		
59 00	Jacksonville.....	40 00		
24 00	James' River.....	15 00		
12 00	Jauvin's Harbor.....	10 00		
46 03	Jeddore Oyster Ponds.....	17 50		
39 28	Joggin Bridge.....	12 00		
117 43	Joggin Mines.....	80 00		
31 13	Johnson Crossing.....	10 00		
22 15	Jordan Bay.....	12 00		
7 61	Jordan Bay, East side.....	10 00		
42 93	Judique.....	27 50		
13 00	Juniper Mount.....	10 00		
19 03	Kelly's Cove.....	10 00		
90 47	Kempton.....	34 50		
10 00	Kempton Head.....	10 00		
15 00	Kempton Road.....	16 00		
54 58	Kempton Shore.....	24 00		
10 03	Kempton Town.....	10 00		
21 20	Kemptonville.....	11 50		
137 81	Kennetcook.....	50 00		
12 00	Kennington Cove.....	10 00		
42 53	Kent.....	12 00		
2,300 28	Kentville.....	814 00	240 00	120 00
2 50	Keppoch.....	10 00		
27 23	Kerrowgare.....	16 00		
34 37	Ketch Harbor.....	16 00		
6 47	Kewstoke.....	10 00		
10 93	Kilkenny Lake.....	10 00		
14 05	Kingross.....	10 00		
6 00	Kingsbury.....	10 00		
97 37	Kingsport.....	53 00		
445 71	Kingston Station.....	200 00	20 00	
31 68	Kingston Village.....	14 00		
62 51	Kingsman's Corners.....	30 00		
5 46	Kingsville.....	11 00		
5 09	Kirk Hill.....	10 00		
12 37	Knoydart (3 Quarters).....	7 50		
4 93	Kolbeck.....	10 00		
53 25	La Have Cross Roads.....	30 00		
3 50	Lake Ainslie Chapel (from 1st Sept., 1885).....	5 83		



# A, IN REPORT NO. 3, C—Detail of Revenue, Salaries and Allowances in Nova Scotia, within the Year ended 30th June, 1886.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission on percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
10 00	Lake Ainslie, East side .....	14 00		
20 00	Lake Ainslie, South side .....	10 00	8 00	
	Lake Ainslie, West side .....	14 00		
5 50	Lake Annis (from 1st Aug., 1885) .....	6 67		
9 29	Lake Egmont .....	10 00		
9 90	Lake George, King's (3 Quarters) .....	9 00		
6 91	Lake George, Yarmouth .....	10 00		
10 00	Lakelands .....	10 00		
10 00	Lake Law .....	10 00		
4 00	Lake Paul .....	10 00		
8 31	Lake Ramsay .....	10 00		
29 01	Lakeside .....	11 50		
18 30	Lakevale .....	10 00		
87 01	Lakeville .....	36 00		
8 67	Langill's .....	10 00		
3 28	Lantz .....	10 00		
	Laplands (6 Quarters) .....	15 00		
60 35	L'Ardoise .....	60 00		
37 34	Larry's River .....	12 00		
19 70	Lattie's Brook .....	10 00		
440 65	Lawrencetown, Annapolis .....	262 00		
13 83	Lawrencetown, Halifax .....	10 00		
19 31	Leicester .....	20 00		
22 06	Leitche's Creek .....	10 00		
37 29	Lennox Ferry .....	17 50		
63 73	Lequille .....	29 50		
10 00	Lewis Bay .....	10 00		
31 28	Lewis Head .....	12 00		
0 39	Lewis Mountain (from 1st March, 1886) .....	0 83		
12 00	Lily .....	10 00		
18 75	Lime Hill .....	10 00		
12 87	Lime Rock .....	10 00		
84 00	Linden (*including arrears) .....	38 00	*32 00	
146 76	Lingan .....	94 00		
34 58	Linwood .....	22 00		
112 33	Liscombe .....	39 00		
243 03	Liscombe Mills .....	42 00		
	Lismore (accounts not received) .....			
60 42	Little Bass River .....	28 00		
120 23	Little Bras d'Or .....	47 50		
71 52	Little Brook Station .....	19 00		
379 02	Little Glace Bay .....	150 00		
29 15	Little Harbor .....	14 00		
28 56	Little Judique .....	16 00		
15 71	Little Lorraine .....	12 00		
7 34	Little Mabou .....	10 00		
11 34	Little Narrows .....	10 00		
12 62	Little River, Cumberland .....	10 00		
55 00	Little River, Digby .....	20 00		
74 13	Little River, Middle Musquodoboit .....	36 00		
31 57	Littlewood .....	13 50		
1,647 89	Liverpool (*including \$80 to sub-office) .....	*794 00		120 00
7 86	Livingstone Cove .....	10 00		
45 00	Lochaber .....	18 00		
7 83	Loch Ban (from 1st Nov., 1885) .....	4 16		
176 43	Lochartville .....	60 00		
48 64	Loch Lomond .....	16 00		



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Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
20 34	Lockside .....	14 00		
844 72	Lockeport (*including arrears).....	355 00		*50 00
110 25	Logan's Tannery .....	32 00		
27 56	Loganville.....	18 00		
393 66	Londonderry Station.....	157 45	80 00	
14 20	Long Island .....	10 00		
56 10	Long Point.....	19 00		
25 00	Lorne (*including arrears).....	*16 33		
20 55	Lornevale .....	10 00		
15 58	Lorneville.....	12 00		
143 52	Lorway Mines .....	57 30		
166 57	Louisburg (*including arrears).....	80 00	*13 50	
15 31	Lovat .....	10 00		
159 98	Lower Argyle.....	77 50		
46 33	Lower Barney's River .....	22 00		
4 71	Lower Blomidon .....	10 00		
49 00	Lower Caledonia .....	20 00		
76 59	Lower Canard.....	58 00		
11 60	Lower Carriboo River.....	10 00		
55 79	Lower Cove .....	32 00		
60 52	Lower East Pubnico.....	20 00		
73 24	Lower Economy.....	29 00		
71 85	Lower Five Islands .....	47 50		
111 50	Lower Granville.....	37 50		
5 58	Lower Hallowell Grant.....	10 00		
10 73	Lower La Have.....	12 00		
96 40	Lower L'Ardoise.....	36 00		
17 52	Lower Maccan .....	10 00		
10 00	Lower Meagher's Grant (from 1st Dec., 1885).....	3 33		
2 74	Lower Northfield .....	10 00		
27 84	Lower Onslow.....	16 50		
4 25	Lower Prospect.....	10 00		
20 21	Lower River Hebert.....	10 00		
22 92	Lower River Inhabitants.....	16 00		
15 68	Lower Sackville.....	10 00		
54 78	Lower Selmah .....	23 00		
9 32	Lower Settlement, Middle River.....	10 00		
25 18	Lower Settlement, South River .....	12 00		
9 00	Lower Ship Harbor.....	10 00		
384 07	Lower Stewiacke.....	152 50		
10 50	Lower Washabuck.....	10 00		
26 29	Lower Wentworth .....	12 00		
1 70	Lower West Jeddore.....	3 33		
7 41	Lower West Pubnico.....	10 00		
2 84	Lower West River (opened 1st June, and closed 31st Aug., 1885).....	2 50		
20 30	Lower Wood Harbor.....	28 00		
28 47	Low Point.....	16 00		
1,467 31	Lunenburg.....	560 00		80 00
12 96	Lynn .....	12 00		
13 50	McAdam's Lake .....	11 50		
11 92	McArra's Brook.....	10 00		
17 10	McAuley's.....	12 00		
5 80	McCormack (from 1st Sept., 1885).....	5 83		
9 15	McGrath Mountain .....	10 00		
195 20	McGray (*including arrears).....	34 00	*35 00	
6 55	McKay's Point (from 1st June, 1885).....	8 33		

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Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
32 95	McKinnon's Harbor.....	15 00		
20 56	McLellan's Brook.....	10 00		
12 53	McLellan's Mountain.....	10 00		
11 96	McPherson (from 1st May, 1885).....	9 17		
20 12	McPherson's Ferry.....	16 00		
360 30	Mabou.....	160 00	120 00	
10 96	Mabou Coal Mines.....	10 00		
11 00	Mabou Harbor.....	10 00		
19 00	Mabou Harbor Mouth.....	12 00		
300 44	Maccan.....	160 00	100 00	
0 69	Mancamara's Island.....	10 00		
9 75	Mader's Cove.....	10 00		
652 39	Mahone Bay (5 Quarters).....	250 00		
104 44	Main-à-Dieu (*from 1st July, 1885).....	47 50	*4 50	
52 50	Maitland, Annapolis.....	23 00		
789 28	Maitland, Hants (*from 1st July, 1885).....	356 00		*30 00
1 53	Malagash.....	10 00		
34 49	Malagash Point.....	12 00		
35 88	Malagawatch.....	12 00		
28 66	Malignant Cove (closed 25th May; re-opened 1st Aug., 1885).....	11 66		
8 74	Mansfield.....	10 00		
24 00	Mapleton.....	12 00		
8 00	Marble Mountain.....	10 00		
134 03	Margaree Forks (*including arrears).....	74 00	*30 00	
173 26	Margaree Harbor (*including arrears).....	61 00	*52 50	
102 78	Margaretsville.....	50 00		
48 19	Marie Joseph.....	28 50		
32 52	Marion Bridge.....	14 00		
39 18	Marriott's Cove.....	18 00		
12 15	Marsh.....	10 00		
29 00	Marshall's Town.....	15 00		
8 95	Marshdale (from 1st Sept., 1885).....	5 83		
8 91	Marsh Lake.....	10 00		
18 65	Marshy Hope.....	10 00		
21 09	Martin's Point.....	10 00		
14 08	Martin's River.....	10 00		
3 15	Marydale.....	10 00		
9 15	Maryvale.....	10 00		
28 75	Mass Town.....	16 00		
2 96	Matheson.....	10 00		
6 53	Mattatall Lake.....	10 00		
14 00	Mavillette.....	10 00		
55 50	Meagher's Grant (*including arrears).....	*25 50		
4 50	Meat Cove.....	10 00		
29 00	Medford.....	11 50		
10 73	Meiklefield.....	10 00		
4 95	Meisener's.....	10 00		
49 00	Melford.....	23 50		
85 87	Melrose.....	98 00		
96 00	Melvern Square.....	64 50		
147 93	Merigonishe.....	39 00	25 00	
169 02	Metaghan.....	46 00		
91 61	Metaghan River.....	40 00		
87 43	Metaghan Station.....	24 00		
10 00	Middle Beaver Bank.....	10 00		
48 21	Middleboro'.....	20 00		
19 55	Middle Cape.....	11 50		



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\$ cts.		\$ cts.	\$ cts.	\$ cts.
51 60	Middle Clyde River (14½ Quarters; closed 31st July, 1885) .....	35 83		
32 06	Middle Country Harbour .....	12 00		
1 07	Middlefield (from 1st Feb., 1886) .....	2 67		
25 50	Middle La Have Ferry .....	10 00		
15 29	Middle Manchester .....	10 00		
366 80	Middle Musquodoboit .....	140 00	36 00	
	Middle Ohio .....	10 00		
10 01	Middle Porter's Lake .....	10 00		
23 04	Middle River .....	12 00		
118 87	Middle Sackville .....	17 50		
64 00	Middle Section, North East Margaree .....	19 00		
6 10	Middle Settlement, Barney's River .....	10 00		
86 22	Middle Stewiacke .....	31 50		
1,034 88	Middleton, Annapolis .....	355 00		40 00
10 00	Middleton, Antigonishe .....	10 00		
3 09	Middle Town .....	10 00		
7 00	Midville Branch .....	10 00		
21 44	Milford .....	10 00		
28 00	Milford Haven Bridge .....	12 00		
130 68	Milford Station .....	60 00		
29 00	Mill Brook .....	14 00		
0 03	Mill Cove .....	10 00		
10 87	Mill Creek .....	10 00		
44 62	Miller's Creek .....	15 00		
4 59	Mill Road .....	10 00		
65 00	Millville .....	20 00		
250 81	Will Village .....	117 50		
16 86	Millville .....	10 00		
425 57	Milton .....	218 00		
19 86	Mineral Rock .....	10 00		
11 41	Mineville .....	10 00		
115 07	Minudie .....	40 00		
17 37	Mira Gut .....	12 00		
34 28	Monk's Head .....	11 50		
25 73	Montague Gold Mines .....	20 00		
33 83	Moose Brook .....	13 50		
14 61	Mooseland .....	10 00		
10 03	Moose River, Cumberland .....	10 00		
13 21	Moose River, Pictou .....	10 00		
38 00	Morden .....	16 00		
9 70	Morristown, Antigonishe .....	10 00		
5 85	Morristown, King's .....	10 00		
7 20	Morton's Corner .....	10 00		
75 46	Moser's River .....	27 00		
28 28	Mosherville .....	12 00		
10 30	Messman's Grant .....	10 00		
21 03	Mountain Road .....	10 00		
1 76	Mount Cussack .....	10 00		
55 43	Mount Denison .....	20 00		
140 00	Mount Hanley .....	44 00		
8 76	Mount Pleasant .....	10 00		
19 55	Mount Thom Settlement .....	10 00		
191 30	Mount Uniacke .....	190 00		
11 63	Mountville .....	10 00		
5 80	Mull River .....	11 50		
11 00	Munroe's Bridge .....	10 00		
17 69	Murphyville .....	10 00		



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Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
160 25	Musquodoboit Harbor .....	64 00		
22 00	Nappan .....	20 00		
93 73	Nappan Station .....	47 00		
29 00	Necum Teuch .....	16 00		
31 61	Neil's Harbor .....	16 00		
75 00	New Albany .....	28 00		
9 50	New Boston .....	10 00		
15 63	Newburn (5 Quarters) .....	12 50		
185 18	New Campbellton .....	72 00		
5 97	New Canada .....	10 00		
6 00	Newcomb .....	10 00		
28 98	Newcomb Corner .....	12 00		
4 75	New Cornwall .....	10 00		
10 69	New Edinburgh .....	10 00		
6 00	New Elm .....	10 00		
25 50	New Gairlock .....	11 53		
3,843 11	New Glasgow .....	1,100 00	100 00	160 00
11 37	New Grafton .....	10 00		
26 46	New Harbor .....	16 00		
9 63	New Harris .....	10 00		
31 25	New Haven .....	14 50		
16 00	New Larig .....	12 00		
23 71	New Minas .....	14 00		
371 43	Newport .....	384 00		40 00
12 00	Newport Corner .....	23 00		
190 82	Newport Landing .....	80 00		
133 15	Newport Station (*including arrears) .....	40 00	*110 00	
67 20	New Ross .....	36 00		
11 57	New Ross Road .....	10 00		
20 00	New Salem .....	10 00		
15 00	Newton's Mills .....	10 00		
28 57	New Town .....	10 00		
17 42	New Tusket .....	10 00		
83 00	Newville .....	14 50		
103 00	Nictaux Falls .....	45 00		
39 16	Nine Mile River .....	16 00		
165 00	Noel .....	80 00		
10 00	Noel Road .....	10 00		
27 33	Noel Shore .....	12 00		
7 04	North Alton .....	10 00		
10 00	North Beaver Bank .....	12 00		
62 98	North Brookfield .....	23 00		
94 00	North East Branch, Margaree .....	30 00		
90 25	North East Harbor .....	36 00		
48 00	North End of Lochaber Lake (from 1st Sept., '85) .....	5 83		
7 92	Northfield (3 Quarters) .....	7 50		
18 30	North Framboise .....	10 00		
11 26	North Grant .....	10 00		
9 57	North Grenville (from 1st Oct., 1885) .....	5 00		
9 40	North Gut, St. Ann's .....	10 00		
14 45	North Intervale .....	10 00		
4 02	North Medford .....	10 00		
13 30	North Mountain .....	10 00		
116 17	Northport .....	36 00		
36 61	North Range Corner .....	16 00		
32 71	North River .....	20 00		

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Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
9 28	North River Bridge, Colchester.....	18 00		
41 69	North River Bridge, Victoria (closed 30th June; re-opened 1st Sept., 1885) .....	42 50		
6 71	North Salem .....	10 00		
20 00	North Section of Earltown .....	12 00		
20 87	North Shore, Cumberland.....	12 00		
19 59	North Shore of St. Margaret's Bay.....	10 00		
8 50	North Shore, Victoria.....	10 00		
1,556 97	North Sydney.....	640 00	36 00	100 00
1 93	North West .....	10 00		
25 65	North West Arm.....	28 00		
	North West Cove.....	10 00		
14 40	Norwood (from 1st Nov., 1885) .....	4 17		
5 25	Nutby (from 1st July, 1885) .....	7 50		
42 39	Nyasza .....	12 00		
95 00	Oakfield.....	47 50		
9 96	Oak Park .....	10 00		
7 81	Oban .....	10 00		
9 48	Ogden.....	10 00		
10 69	Ogilvie .....	10 00		
10 35	Ohio.....	31 50		
85 50	Old Barns.....	20 00		
61 83	Oldham.....	10 00		
20 08	Oaslow Mountain.....	29 00		
79 50	Oaslow Station.....	7 50		
3 74	Orangedale (3 Quarters).....	10 00		
10 09	Outer Island, Port Hood.....	10 00		
12 69	Overton.....	10 00		
13 94	Owl's Head Harbor.....			*50 00
803 32	Oxford (*including arrears).....	315 00		
18 00	Oyster Ponds .....	10 00		
202 29	Palmer Road.....	75 00		
217 92	Paradise Lane.....	100 00		
3 00	Parker's Cove .....	10 00		
15 45	Park's Creek.....	10 00		
1,908 04	Parrsboro' .....	520 07	100 00	80 00
17 10	Parrsboro' Shore.....	11 50		
11 50	Partridge Island.....	10 00		
28 40	Peggy's Cove.....	12 00		
23 95	Pembroke.....	14 00		
34 66	Pembroke Shore.....	10 00		
7 72	Perott Settlement .....	10 00		
25 41	Petite de Grat .....	16 00		
103 22	Petite Rivière Bridge.....	57 50		
18 77	Petpeswick Harbor.....	10 00		
3,973 86	Pictou .....	1,200 00	100 00	200 00
29 25	Pictou Island .....	11 40		
147 12	Pictou Landing .....	60 00		
40 09	Piedmont Valley .....	16 00		
3 78	Pinedale (from 1st May, 1885) .....	9 17		
13 95	Pine Tree.....	10 00		
98 00	Pirate Harbor .....	50 00	20 00	
49 65	Plainfield.....	14 50		
8 20	Plaster Mines.....	10 00		
19 53	Pleasant Bay .....	10 00		
	Pleasant Lake.....	10 00		

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Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
14 23	Pleasant Point.....	16 00		
30 25	Pleasant River (*including arrears).....	*17 50		
11 27	Pleasant Valley, Bigby.....	10 00		
	Pleasant Valley, Pictou.....	10 00		
14 00	Pleasantville.....	14 00		
28 01	Plymouth (*including arrears).....	*12 50		
11 02	Plymouth Road.....	11 50		
106 55	Plympton (late St. Mary's Bay).....	40 00		
	Point Aconi.....	10 00		
8 00	Point Clear.....	10 00		
9 13	Point Edward.....	10 00		
13 93	Point Michaud.....	10 00		
4 59	Point of Cape.....	10 00		
55 90	Pomquet Chapel.....	24 00		
29 17	Ponds.....	22 00		
49 40	Poplar Hill.....	16 00		
184 19	Port Acadia.....	60 00		
92 00	Portapique.....	40 00		
16 04	Portapique Mountain.....	12 00		
15 48	Portapique Rear.....	9 16		
30 05	Port Beckerton.....	12 00		
59 06	Port Caledonia.....	50 00		
117 00	Port Clyde.....	48 00		
14 12	Porter's Lake.....	13 50		
10 50	Port Felix (closed 31st July, 1885; re-opened 1st Jan., 1886).....	7 00		
254 69	Port George.....	75 00		
112 42	Port Greville.....	47 50		
355 41	Port Hastings.....	446 00		40 00
674 16	Port Hawkesbury.....	345 00	240 00	
63 51	Port Hillford.....	30 00		
659 30	Port Hood.....	200 00		
25 00	Port Hood Island.....	20 00		
37 80	Port Howe.....	12 00		
28 74	Port Joli.....	12 00		
172 53	Port LaTour.....	70 00		
67 93	Port Lorne.....	30 00		
398 93	Port Maitland.....	80 00		
92 80	Port Matoon.....	46 00		
265 68	Port Medway.....	130 00		
332 63	Port Mulgrave.....	181 50	24 00	
54 15	Port Philip.....	16 00		
12 00	Port Richmond.....	20 00		
31 56	Port Royal.....	12 00		
	Portuguese Cove (accounts not received).....			
297 18	Port Williams.....	120 00		
337 47	Port Williams Station.....	167 80	120 00	
105 96	Prince Albert.....	22 00		
45 01	Princeport.....	20 00		
29 00	Princeville.....	12 00		
61 65	Prospect.....	30 00		
15 33	Pubnico Beach.....	10 00		
137 30	Pubnico Harbor.....	57 50		
627 88	Pugwash (*including arrears).....	320 00	10 00	*50 00
26 91	Pugwash River.....	20 00		
10 00	Puribrook.....	10 00		
14 59	Queensville.....	10 00		
26 00	Quinan (late Tusket Forks).....	10 00		



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\$ cts		\$ cts.	\$ cts.	\$ cts.
34 85	Ragged Head .....	12 00		
19 67	Ragged Island .....	14 00		
10 50	Ramsay .....	10 00		
73 65	Hawdon .....	24 00		
8 46	Rear of Baddeck Bay .....	10 00		
10 00	Rear of Ball's Creek .....	10 00		
9 96	Rear of Ben Eoin .....	10 00		
9 00	Rear of Black River .....	10 00		
11 70	Rear of Little Judique .....	10 00		
12 00	Rear Lands, Sporting Mountain .....	10 00		
56 95	Red Island .....	24 00	6 00	
39 65	Renfrew .....	12 00		
6 60	Reynardton .....	10 00		
47 02	Rhodes .....	16 00		
4 35	Rhodes' Corner .....	10 00		
44 50	Ritcey's Cove .....	14 50		
81 35	River Bourgeoise .....	50 00		
10 41	Riverdale, Digby .....	10 00		
39 93	River Dennis .....	23 00		
13 15	River Dennis Road .....	10 00		
214 20	River Hebert .....	83 00		
75 82	River Hebert, West Side (from 1st Dec., 1885) .....	3 33		
95 18	River Inhabitants Bridge (*including arrears) .....	34 00	*15 00	
677 42	River John .....	295 00		40 00
14 91	River John Road .....	10 00		
130 17	River Philip .....	116 00		
87 66	Riversdale, Colchester .....	40 00		
9 85	Riverside .....	10 00		
17 19	Rivulet .....	12 00		
9 63	Roachvale .....	10 00		
52 66	Robins .....	14 50		
23 91	Rockdale .....	10 00		
25 67	Rockingham .....	16 00		
35 64	Rocklin .....	16 00		
23 29	Rockley .....	10 00		
51 46	Rockville .....	19 00		
26 33	Rockwell Settlement .....	12 00		
16 00	Rocky Bay .....	10 00		
22 03	Rocky Mountain .....	12 00		
27 17	Roger's Hill .....	12 00		
12 90	Roman's Valley .....	10 00		
11 52	Rose .....	12 00		
23 82	Roseway .....	10 00		
10 63	Roslin .....	10 00		
13 51	Ross Corner .....	10 00		
44 54	Rosway .....	16 00		
239 72	Round Hill .....	77 50		
5 10	Round Island .....	10 00		
1 53	Roxbury (from 1st Jan., 1886) .....	2 50		
101 20	St. Andrews, Antigonishe .....	63 00		
8 18	St. Ann's .....	10 00		
6 45	St. Bernard (from 1st Oct., 1885) .....	5 00		
6 04	St. Catherine's River .....	10 00		
65 79	St. Croix .....	20 00		
32 26	St. Esprit .....	16 00		
12 00	St. George's Channel .....	14 00		

# A, IN REPORT No. 3, C.—Detail of Revenue, Salaries and Allowances in Nova Scotia, within the Year ended 30th June, 1886.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
15 24	St. Joseph.....	11 50		
17 77	St. Mary's River.....	10 00		
6 00	St. Patrick's Channel.....	10 00		
17 00	St. Paul's.....	12 00		
472 54	St. Peter's.....	258 00	80 00	
13 40	Salem.....	10 00		
11 98	Salem Road.....	10 00		
12 63	Salmon River, Cape Breton.....	10 00		
45 07	Salmon River, Digby.....	21 00		
110 62	Salmon River, Halifax.....	37 50		
21 25	Salmon River, Lake Settlement.....	12 00		
5 00	Salt Springs, Antigonishe (from 1st Oct., 1885)...	5 00		
108 00	Salt Springs, Pictou.....	61 00		
82 27	Salt Springs Station.....	22 00		
57 50	Sambro.....	20 00		
28 82	Sand Beach.....	10 00		
33 08	Sandford.....	12 00		
22 75	Sand Point.....	13 50		
69 02	Sand River.....	20 00		
11 86	Sandy Beaches.....	10 00		
135 26	Sandy Cove.....	68 00		
42 16	Sandy Point.....	16 00		
67 09	Saulnierville.....	30 00		
59 91	Saw Mill Creek.....	23 50		
39 63	Scatarie Island.....	11 50		
65 93	Scotch Village.....	23 50		
57 82	Scotsburn.....	24 00		
87 47	Scott's Bay.....	31 50		
9 55	Scott's Bay Road.....	10 00		
36 00	Scotsville.....	15 00		
20 29	Seaforth.....	10 00		
128 00	Second Peninsula (from 1st Oct., 1885).....	5 00		
2 31	Selmah.....	50 00		
35 44	Shad Bay (from 1st Oct., 1885).....	5 00		
38 08	Shag Harbor.....	21 00		
190 50	Sheet Harbor Passage.....	14 00		
1,072 79	Sheffield Mills.....	72 00		
374 94	Shelburne.....	400 00	12 00	40 00
51 52	Sherbrooke.....	332 00		40 00
111 25	Shinemicas Bridge.....	20 50		
34 18	Ship Harbor.....	50 00		
60 04	Ship Harbor Lake.....	20 00		
38 33	Shoal Bay.....	16 00		
580 41	Short Beach.....	16 00		
69 19	Shubenacadie.....	234 00	200 00	
10 40	Shulie.....	28 50		
28 52	Shunacadie.....	10 00		
45 21	Sight Point.....	10 00		
8 00	Six Mile Brook.....	14 00		
8 55	Six Mile Road.....	14 00		
15 55	Skir Dhu.....	10 00		
75 05	Sky Glen.....	10 00		
28 92	Sky Mountain.....	10 00		
	Sluice Point.....	10 00		
	Smithfield.....	10 00		
	Smith's Cove.....	32 00		
	Soldier's Cove.....	12 00		



# A, IN REPORT NO. 3, C.—Detail of Revenue, Salaries and Allowances in Nova Scotia, within the Year ended 30th June, 1886.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
	Somerset (accounts not received) .....			
149 83	Somerset .....	48 50		
9 35	South .....	10 00		
116 63	Southampton .....	51 50		
27 64	South Bar of Sydney River .....	14 00		
38 06	South Bay .....	20 00		
43 77	South Branch .....	16 00		
13 41	South Cove .....	10 00		
20 65	South East Passage .....	10 00		
	South End of Lochaber (1 Quarter) .....	5 00		
250 73	South Farmington .....	122 50		
26 00	South Gut, St. Ann's .....	20 00		
14 43	South Head of Cow Bay .....	10 00		
13 56	South Louisburg .....	11 50		
2 51	South McLellan's Mountain (closed 30th April, '85) .....	8 33		
159 12	South Maitland .....	65 00		
4 38	South Merland .....	10 00		
245 50	South Ohio .....	54 50	20 00	
10 00	South Range .....	10 00		
149 06	South Rawdon .....	140 00		
8 08	South Side of Baddeck River .....	10 00		
32 75	South Side of Basin, River Dennis .....	11 50		
9 52	South Side of Boulardarie .....	10 00		
8 61	South Side of Whycocomagh Bay .....	10 00		
33 00	South Vale .....	20 00		
22 18	South Victoria .....	10 00		
9 22	Southville .....	10 00		
8 00	South West Mabou .....	11 50		
47 08	South West Margaree .....	26 00		
23 47	Spa Springs .....	12 00		
144 18	Speitche's Cove .....	60 00		
118 40	Spencer's Island .....	44 00		
94 72	Springfield (*including arrears) .....	*48 00		
249 00	Spring Hill Junction .....	95 00		
1,221 34	Spring Hill Mines .....	432 50		40 00
91 00	Springville .....	28 00		
107 82	Spry Bay .....	39 00		
5 89	Spryfield .....	10 00		
24 98	Steam Mill Village .....	14 00		
31 55	Steep Creek .....	14 00		60 00
1,234 13	Stellarton .....	480 00		
103 42	Stewiacke Cross Roads .....	47 50		
35 74	Still Water .....	21 00		
20 33	Stirling (from 1st Sept., 1885) .....	5 83		
13 83	Stoddart's .....	16 00		
23 96	Stone House .....	11 50		
18 35	Stormont .....	10 00		
86 50	Strathlorne .....	46 67		
30 50	Stronach Mountain .....	12 00		
16 56	Street's Ridge .....	12 00		
3 44	Summerside .....	10 00		
179 56	Summersville .....	64 00		
13 91	Summersville Centre .....	16 00		
28 27	Sundridge .....	12 00		
92 35	Sunnybrae .....	34 50		
15 72	Sunnyside .....	10 00		
1 20	Surette Island (from 1st Aug., 1885) .....	6 67		



# A, IN REPORT No. 3, C.—Detail of Revenue, Salaries and Allowances in Nova Scotia, within the Year ended 30th June, 1886.

N.B.—Postmasters salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts		\$ cts.	\$ cts.	\$ cts.
33 59	Sutherland's Mills (6 Quarters).....	16 50		
20 00	Sutherland's River.....	10 00		
	Swansburg.....	10 00		
2,095 50	Sydney.....	720 00	200 00	120 00
27 13	Sydney Forks.....	14 50		
359 31	Sydney Mines.....	150 00		
23 18	Tancock Island.....	10 00		
219 19	Tangier.....	120 00		
481 63	Tatamagouche.....	220 00		
14 36	Tatamagouche Mountain.....	16 00		
55 03	Tenecape.....	20 00		
7 23	Terence Bay.....	12 00		
25 50	The Falls.....	16 00		
35 54	The Points, West Bay.....	12 00		
3 14	Thirteen Mile House (closed 30th June, 1885).....	2 50		
206 88	Thompson's Mills.....	76 00	100 00	
49 64	Thornville (late Victoria Beach).....	24 00		
23 54	Three Mile House.....	10 00		
68 02	Three Sisters.....	58 50		
18 27	Tidnish.....	10 00		
91 64	Tiverton.....	40 00		
26 81	Toney River.....	14 00		
77 92	Torbay.....	62 00		
48 85	Torbrook.....	15 50		
25 03	Town Plot.....	11 50		
137 00	Tracadie.....	131 00		
9 95	Trafalgar.....	10 00		
25 50	Tremont (*including arrears).....	*23 50		
205 37	Trenton.....	62 23		
14 61	Trout Brook.....	10 00		
4 00	Trout River.....	10 00		
8 83	Truemanville.....	12 00		
6,015 31	Truro.....	1,640 00		280 00
58 06	Tupperville.....	24 00		
300 97	Tusket.....	109 00	8 00	
58 25	Tusket Wedge.....	19 00		
7 88	Two Islands.....	10 00		
13 00	Union Centre.....	10 00		
5 80	Upper Big Tracadie.....	10 00		
	Upper Branch.....	10 00		
9 97	Upper Caledonia.....	10 00		
125 46	Upper Canard.....	50 00		
39 21	Upper Clarence.....	12 00		
26 80	Upper Clements.....	12 00		
5 48	Upper Clyde River.....	10 00		
74 99	Upper Cross Roads, St. Mary's.....	37 50	24 00	
81 00	Upper Dyke Village.....	28 00		
135 31	Upper Economy.....	50 00		
16 11	Upper Fort Lawrence.....	10 00		
20 65	Upper Granville (from 1st July, 1885).....	7 50		
	Upper Kennetcook.....	10 00		
26 00	Upper La Have.....	16 00		
20 65	Upper Malazash.....	10 00		
16 61	Upper Margaret.....	10 00		
213 71	Upper Musquodoboit (6 Quarters).....	87 50		

# A, IN REPORT No. 3, C.—Detail of Revenue, Salaries and Allowances in Nova Scotia, within the Year ended 30th June, 1886.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
18 69	Upper Newport.....	42 00		
17 87	Upper Nine Mile River.....	11 50		
9 10	Upper North River.....	10 00		
27 00	Upper Pereaux.....	12 00		
69 38	Upper Port Latour.....	30 00		
85 68	Upper Rawdon.....	24 00		
15 76	Upper Sackville.....	10 00		
10 03	Upper Settlement, Baddeck River.....	10 00		
34 60	Upper Settlement, Middle River.....	12 00		
69 96	Upper South River.....	15 50		
295 73	Upper Stewiacke (*including arrears).....	104 00	*22 00	
13 12	Upper Washabuck.....	10 00		
32 33	Upper Wood Harbor.....	20 00		
15 91	Urbania (re-opened 1st Dec., 1885).....	3 33		
6 14	Usher.....	10 00		
491 30	Vale Colliery.....	142 50		
16 00	Valley Mills (from 1st June, 1885).....	8 33		
78 18	Valley Station.....	36 00		
21 00	Vaughan.....	12 00		
12 62	Vernal.....	10 00		
12 00	Vernon Mines.....	10 00		
11 13	Vesuvius.....	10 00		
7 95	Victoria.....	10 00		
14 34	Victoria Beach.....	6 66		
10 07	Victoria Harbor.....	10 00		
182 82	Victoria Mines.....	57 50		
68 00	Victoria Vale.....	30 00		
0 02	Vienot's (from 1st Nov., 1885).....	4 17		
21 94	Villagedale.....	10 00		
62 00	Vogler's Cove.....	20 00		
425 71	Wallace.....	170 00		
258 29	Wallace Bridge.....	100 00		
26 93	Wallace Grant.....	10 00		
22 89	Wallace Ridge.....	14 00		
9 50	Wallbrook.....	10 00		
178 35	Walton.....	80 00		
20 51	Waterford.....	12 00		
5 31	Waterloo.....	10 00		
31 63	Waternish.....	14 00		
24 31	Watervale.....	14 00		
1,129 50	Waterville.....	340 00		40 00
20 84	Waugh's River.....	14 00		
69 24	Waverley.....	56 00		
11 20	Weaver Settlement.....	13 00		
22 16	Wellington.....	16 00		
35 49	Wentworth.....	16 00		
42 12	Wentworth Creek.....	16 00		
280 95	Wentworth Station.....	110 00	100 00	
30 73	West Advocate.....	15 00		
140 99	West Arichat.....	60 00		
279 00	West Bay.....	100 00	4 00	
100 00	West Branch, River John.....	40 00		
134 00	West Branch, River Philip.....	40 00		
56 00	West Brook.....	27 50		
28 00	West Caledonia.....	12 00		

# A, IN REPORT NO. 3, C.—Detail of Revenue, Salaries and Allowances in Nova Scotia, within the Year ended 30th June, 1886.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
11 05	West Carriboo.....	10 00		
25 12	Westchester.....	18 00		
8 61	Westchester Lake.....	10 00		
17 67	West Chezzetcook (3 Quarters).....	9 00		
47 27	West Dublin.....	24 00		
8 18	Western Head.....	10 00		
96 35	West Gore.....	16 00		
23 25	West Hansford.....	10 00		
58 01	West Inglisville.....	16 00		
43 66	West Jeddore.....	16 00		
53 82	West La Have Ferry.....	24 00		
13 36	West Leicester.....	10 00		
26 00	West Merigonishe.....	12 00		
156 63	West New Annan.....	62 50		
33 68	West Newdy Quoddy.....	16 00		
333 82	Westport.....	140 00		
63 00	West Pubnico.....	23 00		
70 03	West River.....	154 00		
408 40	West River, Sheet Harbor.....	190 00		
80 50	West River Station.....	59 75		
10 00	West Side of Lochaber.....	10 00		
12 16	West Side of Middle River.....	10 00		
964 39	Westville.....	360 00	10 00	40 00
1,057 89	Weymouth.....	686 00		100 00
851 18	Weymouth Bridge.....	310 00		40 00
5 03	Whitburn.....	10 00		
56 00	White Head.....	20 00		
24 83	White Hill.....	10 00		
19 00	White Point.....	12 00		
143 19	White Rock Mills.....	65 00		
473 75	Whycocomagh.....	250 00		
14 81	Whycocomagh Bay, North Side.....	10 00		
	Whycocomagh, Rear.....	10 00		
12 00	Williamsdale.....	10 00		
289 97	Wilmot.....	107 50	25 00	
8 46	Windham Hill.....	10 00		
3,341 80	Windsor.....	1,000 00		200 00
42 82	Windsor Junction.....	17 50		
110 75	Wine Harbor.....	40 00		
59 27	Wittenburg (late St. Andrews, Colchester).....	16 00		
1,967 65	Wolfville.....	600 00		100 00
8 48	Woodbourne.....	10 00		
25 00	Woodville.....	11 50		
8 00	Wreck Cove.....	10 00		
9 00	Wyse's Corner.....	11 50		
6,033 63	Yarmouth.....	1,660 00	120 00	240 00
\$188,854 27	Totals.....	\$58,937 90	\$4,341 50	\$3,610 00

†N.B.—Of this, the amount of \$56,771.26 was paid from Revenue collections, and \$3,166.64 from Parliamentary appropriation. The latter has been brought to account at page 112, part ii.

H. A. WICKSTEED,  
Accountant.

A. CAMPBELL,  
Postmaster-General.



## PROVINCE OF NEW BRUNSWICK.

## A, IN REPORT No. 3, D.

DETAIL of all payments made for Salaries, &c, in New Brunswick; showing in each case the name of the person, the service or duty performed, and the amount paid within the Year ended 30th June, 1886.

Name.	Service.	Salary. \$ cts.	Night Duty and Mileage. \$ cts.	Total of Classes. \$ cts.	Grand Total. \$ cts.
<b>NEW BRUNSWICK DIVISION.</b>					
J. McMillan	Post Office Inspector	2,200 00		2,200 00	
W. Paisley	1st Class Clerk, to 31st December, 1885 (deceased)	700 00			
W. C. Whittaker	do	1,350 00		2,050 00	
W. R. Avery	2nd do	1,170 00		1,170 00	
W. Hatch	3rd do	720 00		1,520 00	
C. A. Murray	do	800 00		33 34	
E. Fairweather	Temporary Clerk, from 1st June, 1886.	33 34			
W. Bannister	Messenger	550 00		550 00	
	Total, Inspector's Office				7,533 34
<b>RAILWAY MAIL SERVICE.</b>					
F. W. Blizard	Acting Chief Railway Mail Clerk	1,345 00		1,345 00	
F. A. Estey	2nd Class Railway Mail Clerk	800 00	319 34		
G. M. Ryan	do	800 00	377 58		
W. Starkie	do	800 00	327 20		
J. Philips	do	800 00	416 52		
W. J. Weldon	do	800 00	367 36		
J. R. Pidgeon	do	800 00	333 88		

	800 00	325 93	16,103 32		25,549 90
G. A. Barker	do				
A. J. Gross	do	800 00			
D. Price	do	720 00			
H. Wathen	do	720 00			
J. G. Miller	do	720 00			
D. McKendrick	do	720 00			
A. Brittain	do	640 00			
R. G. Magee	do	640 00			
S. R. Jack	do	640 00			
S. R. Maxwell	do	520 00			
E. L. Willis	do	520 00			
R. J. Freeze	do	506 67			
C. H. Oulton	do	480 00			
A. Murray	do	480 00			
J. Campbell	do	480 00			
J. W. Hoyt	do	400 00			
A. Edgecombe	do	480 00			
F. C. Ketchum	do	480 00			
G. F. Hoben	do	480 00			
H. Nadeau	do	480 00			
J. H. Watt	do	480 00			
H. B. Peck	do	89 33			
Total, Railway Mail Service	18,421 00	7,128 90	8,101 58		
Grand Total carried forward.....	\$25,944 34	\$7,128 90	\$33,073 24		\$33,073 24

A, IN REPORT No. 3, D.—Detail of all payments for Salaries, &c., in New Brunswick, made within the Year ended 30th June, 1886.

Name.	Service.	Salary.	Total of Classes.	Grand Total.
		\$ cts.	\$ cts.	\$ cts.
<i>Brought forward</i> .....				
FREDERICTON POST OFFICE.				
P. McPeake.....	Postmaster.....	1,600 00	1,600 00	33,073 24
J. Cameron.....	2nd Class Clerk.....	1,200 00	1,200 00	
W. B. Phair.....	3rd do.....	800 00	800 00	2,350 00
E. W. Vavasour.....	do.....	680 00	680 00	
A. E. Wilson.....	do.....	470 00	470 00	
R. B. H. Phillips.....	do.....	400 00	400 00	
C. A. S. Phair.....	Letter Carrier.....	500 00	500 00	14 00
R. Phair.....	Temporary Letter Carrier, from 1st to 14th November, 1885.....	14 00	14 00	
Total, Fredericton Post Office.....			5,661 00	
ST. JOHN POST OFFICE.				
S. J. King.....	Postmaster.....	2,400 00	2,400 00	3,900 00
J. Woodrow.....	Assistant Postmaster.....	1,500 00	1,500 00	
M. J. Potter.....	1st Class Clerk.....	1,200 00	1,200 00	2,400 00
A. W. Reed.....	do.....	1,200 00	1,200 00	
H. P. Otty.....	2nd do.....	1,170 00	1,170 00	6,500 00
A. McNichol.....	do.....	1,090 00	1,090 00	
R. Q. McIntyre.....	do.....	1,090 00	1,090 00	
G. F. Ring.....	do.....	1,200 00	1,200 00	
J. S. Flaglor.....	do.....	1,050 00	1,050 00	900 00
J. L. Finen.....	do.....	900 00	900 00	
J. W. Ring.....	3rd do.....	800 00	800 00	800 00
R. D. Woodrow.....	do.....	800 00	800 00	
R. A. Hamlin.....	do.....	800 00	800 00	
T. Jenkins.....	do.....	800 00	800 00	



J. H. Ritchie.	do	800 00	
J. P. Bell.	do	720 00	
A. Thompson.	do	720 00	
J. O. Clark.	do	530 01	
H. P. Lee.	do	510 00	
J. S. Harrison.	do	400 00	
F. Ferguson.	do	420 00	
J. E. Copp.	do	400 00	
J. P. Hipwell.	do	400 00	
W. S. Hall.	do	400 00	
E. Fairweather.	do	300 00	8,790 01
W. O. Dunham.		54 81	
J. Malcolm.		33 34	
G. E. Withers		415 00	
R. McLaughlin.		600 00	
W. Young.		600 00	88 18
C. Belyea.		600 00	
G. W. Plumpton.		600 00	
W. Lane.		600 00	
J. McManus.		600 00	
J. Beamish.		477 50	
U. Belyea.		390 00	
A. Morgan.		390 00	
R. Hill.		390 00	
O. Grant.		375 00	
C. H. Elston.		375 00	
J. A. Mallman.		125 43	
P. Casely		103 55	6,642 48
G. Bell.	Messenger (office-keeper)	490 00	490 00
Total, St. John Post Office.			28,810 67
Balances of salaries remitted by cheque to Postmasters other than above; being the excess of their salaries over the amount of revenue collected by them (see total of following statement).			3,022 39
Total			\$70,570 30

H. A. WICKSTEED,  
Accountant.

A. CAMPBELL,  
Postmaster-General.

ii

## A, IN REPORT No. 3, D.

DETAIL of Salaries ; Allowances for Forward Duty ; Allowances in aid of Rent, Fuel, and Light, and of Revenue collected at the several Post Offices in New Brunswick, within the Year ended 30th June, 1886.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
0 50	Abongoggin Road .....	10 00		
13 24	Acadie .....	10 00		
25 25	Acadie Siding .....	16 00		
8 01	Akerly .....	10 00		
376 05	Albert (*including arrears).....	200 00	*205 00	
65 40	Albert Mines.....	20 00		
19 75	Aldouane .....	12 00		
78 15	Alexander's Point .....	24 00		
6 91	Alexandrina .....	10 00		
8 11	Alison .....	10 00		
22 53	Allendale.....	10 00		
181 96	Alma.....	81 50		
98 00	Anagance .....	60 00		
10 10	Anagance Ridge.....	10 00		
8 09	Anderson .....	10 00		
584 90	Andover.....	244 50		
10 78	Anndale .....	10 00		
199 15	Apohaqui .....	103 00	16 00	
6 99	Archibald Settlement .....	10 00		
20 13	Argyle .....	16 00		
4 65	Armstrong .....	10 00		
260 57	Armstrong's Brook.....	84 00	8 00	
25 27	Armstrong's Corner.....	12 00		
83 00	Aroostook Junction.....	30 00		
10 62	Aroostook Portage.....	10 00		
29 60	Arthurette .....	16 00		
13 69	Ashland .....	12 00		
50 00	Avery's Portage.....	12 00		
41 86	Avondale.....	16 00		
10 00	Babington.....	10 00		
25 65	Back Bay .....	16 00		
378 90	Baie Verte.....	157 50	20 00	
18 47	Baie Verte Road .....	12 00		
45 24	Baillie.....	19 00		
14 85	Bairdsville .....	16 00	24 00	
12 54	Balmoral.....	12 00		
11 60	Barachois .....	12 00		
46 44	Barnaby River (accounts not received).....	24 00		
9 03	Barnesville.....	10 00		
3 35	Barrettsolme.....	10 00		
27 95	Bartibog.....	12 00		
23 39	Bartibog Bridge.....	12 00		
176 33	Bartlett's Mills .....	80 00	10 00	
7 64	Bass River .....	10 00		
234 68	Basswood Ridge.....	80 00	7 50	
1,494 77	Bath (5 Quarters).....	580 00	100 00	60 00
626 89	Bathurst .....	310 00		
65 96	Bathurst Village.....	10 00		
10 90	Bay du Vin.....	10 00		
183 76	Bay du Vin Mills .....	57 00		
22 95	Bayfield .....	12 00		
20 25	Bayside .....	12 00		
	Bayswater.....			

# A, IN REPORT NO. 3, D.—Detail of Revenue, Salaries and Allowances in New Brunswick, within the Year ended 30th June, 1886.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
11 01	Bay View.....	10 00		
10 57	Beaconsfield.....	10 00		
34 34	Bear Island.....	22 00		
28 64	Beaufort.....	12 00		
21 00	Beaver Brook.....	10 00		
6 81	Beaver Dam (from 1st June, 1885).....	8 33		
76 63	Beaver Harbor.....	28 00		
47 35	Beckettville (closed 10th Nov., 1885).....	29 34		
5 00	Beech Hill.....	10 00		
60 33	Belledune.....	28 50		
56 56	Belledune River.....	24 00		
125 40	Bellefleur.....	22 50		
12 00	Belleisle.....	10 00		
11 72	Belleisle Bay.....	10 00		
58 95	Belleisle Creek.....	20 00		
8 90	Bellenden.....	10 00		
5 82	Belleville.....	10 00		
13 90	Belliveau Village.....	10 00		
15 32	Belyea's Cove.....	10 00		
184 50	Benton.....	80 00		
18 78	Beresford.....	11 50		
68 00	Berry Mill Station.....	36 00		
6 42	Berryton.....	10 00		
10 25	Big Cove.....	10 00		
6 31	Biggar Ridge (from 1st June, 1885).....	8 33		
11 68	Birch Ridge.....	10 00		
9 51	Birdton.....	10 00		
291 41	Black Brook.....	87 50		
5 50	Black Land.....	38 00		
51 06	Black Point.....	16 00		
16 00	Black River Bridge.....	12 00		
7 50	Black River, Northumberland.....	16 00		
34 62	Black River, St. John.....	16 00		
5 03	Black Rock, Gloucester.....	16 00		
9 04	Black Rock, Victoria.....	8 50		
8 62	Black's Harbor (from 1st May, 1885).....	9 17		
236 09	Blackville.....	70 00		
12 63	Blair Athol.....	10 00		
13 25	Blaney Ridge.....	10 00		
32 78	Blissfield.....	10 00		
36 52	Blissville.....	28 00		
81 76	Bloomfield, Carleton.....	23 00		
39 80	Bloomfield, King's.....	24 00		
14 10	Bloomfield Ridge.....	12 00		
111 06	Bloomfield Station.....	43 00		
7 50	Blue Cove (from 1st July, 1885).....	7 50		
41 13	Bocabec.....	24 00		
72 37	Boiestown (2 Quarters).....	26 50	6 00	
47 06	Bonney River Station (from 1st June, 1885).....	12 91		
9 30	Botsford Postage.....	10 00		
11 94	Boudreau Village.....	10 00		
27 25	Boundary Creek (from 1st July, 1885).....	16 00	3 00	
6 09	Boundary Presqu'ile.....	10 00		
4 19	Bourgeois.....	10 00		
22 87	Bransfield.....	10 00		
54 05	Breadalbane.....	16 00		



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N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
	Bridgedale .....	10 00		
88 44	Brigg's Corner .....	39 00		
224 15	Bristol (*including arrears) .....	70 00	*72 00	
2 71	Brookvale .....	10 00		
12 34	Brookville .....	10 00		
	Brownsville (from 1st Jan, 1886) .....	2 50		
79 63	Bryerton .....	23 00		
497 76	Buctouche .....	230 00	20 00	
5 50	Bull Moose Hill (from 1st July, 1885) .....	7 50		
52 88	Bumfrau .....	15 00		
20 66	Burden (from 1st July, 1885) .....	7 50		
42 28	Burnsville .....	14 50		
30 07	Burnt Church .....	11 50		
13 88	Burton .....	10 00		
281 73	Butternut Ridge .....	117 50	8 00	
	Cain's River .....	10 00		
12 83	Caledonia Settlement .....	10 00		
53 47	Calhoun .....	31 50		
3 46	California .....	10 00		
50 24	Cambridge .....	20 00		
11 30	Cameron's Mills .....	10 00		
6 61	Campbell Settlement, King's .....	10 00		
19 56	Campbell Settlement, York .....	12 00		
1,428 41	Campbellton .....	500 00	100 00	60 00
31 21	Campo Bello (2 Quarters) .....	15 00		
9 18	Canaan Rapids .....	10 00		
74 85	Canaan Station .....	34 50		
8 80	Canobie .....	10 00		
147 00	Canterbury .....	143 00		
350 77	Canterbury Station .....	140 00		
79 27	Cape Bald .....	36 00		
17 82	Cape de Moselle Creek .....	12 00		
14 64	Cape Spear .....	10 00		
18 52	Cape Station .....	11 50		
295 93	Caracquet .....	115 00	50 00	
1,269 32	Carleton .....	500 00		60 00
6 85	Carlingford .....	10 00		
26 80	Carlisle .....	10 00		
21 50	Carlow .....	11 50		
7 61	Caron Brook .....	10 00		
10 93	Carpenter .....	10 00		
10 82	Carsonville .....	10 00		
10 36	Carter's Point .....	10 00		
10 74	Case Settlement .....	10 00		
	Cassilis .....	10 00		
33 03	Castalia .....	10 00		
2 47	Cedar Camp .....	10 00		
13 12	Central Blissville .....	10 00		
35 24	Central Cambridge .....	12 00		
19 61	Central Hampstead .....	12 00		
9 10	Central Haynesville .....	10 00		
21 00	Central Kingsclear .....	12 00		
14 28	Central Norton .....	12 00		
8 73	Centreton .....	10 00		
7 06	Centre Village .....	10 00		
405 62	Centreville .....	143 50		

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Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
3 00	Chamber's Settlement .....	10 00		
7 46	Chambord .....	10 00		
9 33	Chance Harbor .....	10 00		
27 72	Chapman .....	12 00		
2 40	Charleston .....	10 00		
101 50	Charlo Station .....	40 00		
3,898 62	Chatham .....	1,300 00	400 00	
22 16	Chelmsford .....	11 50		
17 60	Chemical Road .....	10 00		
1 61	Cheney Settlement (from 1st Nov., 1885) .....	4 17		
	Cherry Vale .....	10 00		
7 78	Chester .....	10 00		
134 11	Chipman .....	63 00	12 00	
10 00	Church Hill .....	10 00		
54 00	Church Point .....	19 00		
23 30	Clarendon .....	12 00		
47 11	Clarendon Station .....	15 00		
17 57	Clark's Corner .....	10 00		
197 50	Clifton, Gloucester .....	40 00		
103 48	Clifton, King's .....	50 00	24 00	
44 30	Clinch's Mills (*from 1st July, 1885) .....	37 50	*3 00	
15 73	Clone's .....	12 00		
21 44	Clover Hill (*including arrears) .....	*12 50		
71 61	Coal Branch Station .....	33 00		
23 86	Coal Creek .....	12 00		
15 40	Coal Mines .....	12 00		
21 20	Coate's Mills .....	16 00		
202 00	Cocagne (5 Quarters) .....	90 00		
8 78	Cocagne Cape .....	10 00		
8 83	Cocagne River .....	10 00		
33 36	Cody's .....	16 00		
12 00	Coldstream .....	12 00		
16 38	Coldstream, East .....	10 00		
63 66	Cole's Island .....	19 00	8 00	
76 50	College Bridge .....	11 50		
172 04	Collins .....	58 00		
11 00	Connell .....	10 00		
13 21	Cookville .....	10 00		
27 41	Cork Station .....	12 00		
61 50	Corn Hill .....	27 00		
5 47	Corn Hill, East (from 1st June, 1885) .....	8 33		
5 27	Costigan .....	10 00		
6 04	Coughlan .....	10 00		
9 96	Coverdale .....	10 00		
9 75	Cox's Point .....	10 00		
50 08	Cross Creek .....	11 50		
50 06	Cumberland Bay .....	23 00		
13 80	Cumberland Point .....	10 00		
20 81	Cumming's Cove .....	10 00		
31 39	Curryville .....	19 00		
1,254 12	Dalhousie .....	469 50	80 00	40 00
120 04	Dalhousie Junction .....	14 50		
16 65	Daniel .....	11 50		
20 41	Dawson Settlement .....	10 00		
21 41	Dawsonville (from 1st Aug., 1885) .....	6 67		
3 56	Day's Corner (from 1st Aug., 1885) .....	6 67		



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Gross Revenue from Sale of Postage Stamps, &c	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts		\$ cts.	\$ cts	\$ cts.
189 38	Debec .....	89 00		
25 89	Upper Harbor .....	12 00		
7 50	Dixon's Point .....	10 00		
420 53	Dooktown .....	78 00		
18 59	Dobson's Corner .....	10 00		
8 85	Doherty .....	10 00		
14 12	Doherty's Mills .....	10 00		
10 48	Doncgal .....	10 00		
1,698 35	Dorchester .....	640 00	30 00	80 00
8 16	Dorchester's Crossing .....	10 00		
6 80	Dorn Ridge .....	10 00		
19 62	Douglas .....	14 50		
5 68	Douglasfield .....	10 00		
32 61	Douglas Harbor .....	12 00		
164 93	Douglstown .....	120 00		
12 71	Dover .....	10 00		
1 22	Dover Hill (from 1st Sept., 1885) .....	5 83		
20 84	Downeyville .....	10 00		
4 19	Doyle's Brook (from 1st Oct., 1885) .....	5 00		
7 60	Doyle Settlement .....	10 00		
47 84	Dumbarton Station .....	20 00		
13 97	Dumfries, Gloucester .....	11 50		
18 66	Dumfries, York .....	12 00		
5 03	Dundee .....	10 00		
3 08	Dargiven .....	10 00		
44 00	Dunphy's .....	16 00		
24 23	Dupey's Corner .....	10 00		
14 85	East Rogerville .....	10 00		
10 00	East Scotch Settlement .....	10 00		
32 00	Edgett's Landing .....	28 00		
333 50	Edmundston .....	120 00	30 00	
26 50	El River .....	18 00		
12 22	El River Lake .....	10 00		
284 07	Elgin .....	120 00	16 00	
15 70	Elmercroft (from 1st June, 1885) .....	8 33		
10 50	Elmhurst .....	10 00		
41 27	Elmsville .....	12 00		
9 93	Elmwood .....	10 00		
23 62	Emigrant Road .....	10 00		
27 43	Emigrant Settlement .....	16 00		
13 24	English Settlement .....	10 00		
32 03	Enniskillen Station .....	23 00		
29 81	Escuminac .....	27 50		
5 90	Esdraclon .....	10 00		
7 95	Everett .....	10 00		
25 43	Fairfield .....	12 00		
41 05	Fairhaven .....	19 00	6 00	
12 99	Fairleigh .....	10 00		
2 49	Fairview (from 1st Nov., 1885) .....	4 16		
436 47	Fairville .....	264 00		
16 30	False Bay Beach .....	12 00		
18 69	Farmerston .....	10 00		
13 54	Farmingdale (from 1st June, 1885) .....	8 33		
10 00	Fawcett Hill .....	10 00		
12 00	Fenwick .....	12 00		



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Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts	\$ cts	\$ cts.
61 04	Ferguson's Point .....	16 00		
20 50	Ferris .....	10 00		
9 41	Ferryville .....	10 00		
43 75	Flatlands .....	20 00		
211 89	Florenceville .....	236 00	20 00	
74 91	Florenceville, East (*including arrears) .....	20 00	*7 00	
9 63	Flower's Cove .....	10 00		
51 91	Ford's Mills .....	20 00		
53 97	Foreston .....	25 00		
10 24	Forks .....	10 00		
	Foster's Cove (accounts not received) .....			
8 85	Foster's Croft .....	10 00		
21 18	Fosterville .....	10 00		
93 42	Four Falls (*including arrears) .....	*63 00		
28 15	Fox Creek .....	11 50		
9,550 19	Fredericton (salaries and expenses entered elsewhere)			
142 98	Fredericton Junction .....	95 00	10 00	
7 77	Fredericton Road .....	10 00		
12 52	French Lake .....	10 00		
7 66	French Village .....	10 00		
7 33	Fulton Brook .....	10 00		
302 06	Gagetown (*including arrears) .....	*267 02	80 00	40 00
13 43	Gagnon .....	10 00		
10 90	Galley .....	10 00		
31 27	Gardner's Creek .....	15 50		
9 98	Garnet .....	10 00		
25 00	Gaspereaux .....	28 00		
31 32	Gaspereaux Station (*including arrears) .....	*19 14		
4 93	Gaythorne .....	10 00		
12 12	Geary .....	10 00		
9 23	Germantown .....	10 00		
8 93	Gillespie, late Cork .....	10 00		
19 73	Gladstone .....	10 00		
167 70	Glassville .....	64 00		
8 13	Glen Anglin .....	10 00		
4 81	Glencoe (from 1st Aug., 1835) .....	6 67		
6 31	Glenlivet (from 1st Aug., 1885) .....	6 67		
8 75	Glen Porter .....	10 00		
5 68	Glenvale (from 1st May, 1885) .....	9 17		
7 20	Golden Grove .....	10 00		
5 77	Golden Grove Mills .....	10 00		
15 50	Golden Ridge .....	10 00		
54 20	Gondola Point .....	12 00		
15 11	Good Corner .....	10 00		
19 01	Gooseberry Cove .....	10 00		
18 30	Goose Creek .....	10 00		
24 06	Gordonsville .....	10 00		
20 25	Goshen .....	10 00		
8 26	Gowland Mountain .....	10 00		
85 75	Grafton .....	40 00		
5 39	Grainfield .....	10 00		
158 27	Grand Anse .....	50 00		
13 30	Grand Bay .....	10 00		
511 82	Grand Falls .....	252 00	30 00	
6 52	Grand Falls Portage .....	10 00		

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Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
90 52	Grand Harbor .....	45 00		
40 91	Grandigue.....	16 00		
276 28	Grand Manan.....	130 00	16 00	
38 00	Grand River.....	26 00		
23 00	Grant.....	10 00		
12 34	Grattan.....	10 30		
90 10	Great Shemogue.....	29 50		
	Green Bush.....	10 00		
11 86	Greenfield.....	10 00		
12 37	Green Point.....	10 00		
19 00	Green Point Station.....	16 00		
22 24	Green River.....	10 00		
28 66	Greenwich Hill.....	16 00		
11 03	Greer.....	10 00		
24 21	Grey's Mills.....	12 00		
11 78	Gueguen.....	10 00		
	Halcomb.....	10 00		
7 84	Hamilton Mountain.....	10 00		
36 47	Hammondvale.....	41 00		
103 12	Hampstead.....	36 00		
309 22	Hampton.....	120 00		
9 31	Hamtown.....	10 00		
	Hanwell.....	10 00		
10 85	Hardingville.....	10 00		
26 28	Hardwick.....	12 00		
11 89	Harewood.....	10 00		
9 36	Harley Road.....	10 00		
13 52	Hartford.....	10 00		
420 19	Hartland.....	110 00	24 00	
16 03	Hart's Mills.....	10 00		
161 80	Harvey.....	245 00		
164 28	Harvey Bank.....	44 00		
224 43	Harvey Station.....	81 50	10 00	
9 75	Hastings.....	10 00		
79 77	Hatfield Point.....	23 00		
27 63	Head of Millstream.....	12 00		
41 17	Head of Tide.....	13 50		
9 00	Hebron.....	10 00		
42 08	Henry's Lake (3 Quarters).....	7 50		
3 84	Henderson Settlement.....	10 00		
10 09	Heron Island.....	10 00		
22 50	Hibernia.....	10 00		
25 56	Highlands.....	12 00		
10 00	Hillandale.....	10 00		
734 85	Hillsborough.....	309 00		
38 00	Hillsdale.....	16 00		
4 93	Hillside.....	10 00		
9 25	Hiram.....	10 00		
13 63	Holderville.....	11 50		
23 03	Holmesville.....	10 00		
62 48	Hopewell.....	27 00		
191 83	Hopewell Cape.....	100 00		
227 69	Hopewell Hill ("including arrears").....	77 50	*17 50	
3 81	Hopper.....	10 00		
122 16	Hoyt Station.....	50 00	12 00	
4 13	Huestis Landing.....	10 00		

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Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
2 82	Hunter's Home.....	10 00		
5 48	Ida.....	10 00		
24 00	Inchby.....	10 00		
11 35	Indian Island (*including arrears).....	*10 83		
5 25	Indian Mountain.....	10 00		
2,118 50	Indian Town.....	560 00		100 00
24 00	Inkerman.....	12 00		
9 50	Intervale.....	10 00		
3 50	Irishtown.....	10 00		
8 53	Irving Settlement.....	10 00		
28 57	Jacksontown.....	16 00		
106 84	Jacksonville.....	52 00		
17 83	Jacquet River (from 1st Nov., 1885).....	4 17		
28 09	Janeville.....	12 00		
11 16	Jeffry.....	10 00		
34 03	Jemseg.....	14 00		
18 22	Jenkins.....	12 00		
18 60	Jewett's Mills.....	10 00		
11 57	Johnson's Mills.....	10 00		
14 37	Johnston.....	10 00		
	Johaville.....	10 00		
	Jolicure (accounts not received).....			
0 88	Jordan Mountain (from 1st Feb., 1886).....	1 67		
17 00	Juvenile Settlement.....	10 00		
6 29	Kars.....	10 00		
	Kay Settlement.....	10 00		
4 56	Keating's (from 1st August, 1885).....	6 67		
16 25	Keats.....	10 00		
15 23	Keith.....	10 00		
34 67	Kent Junction.....	10 00		
103 18	Keohan.....	23 00		
4 35	Kerry.....	10 00		
65 53	Keswick Ridge (*including arrears).....	*31 50	20 00	
285 50	Kilburn's Landing.....	70 00	12 00	
10 00	Kilfoil.....	10 00		
53 10	Kincardine.....	30 00		
13 88	Kingsarth.....	10 00		
56 62	Kingsclear.....	32 00		
	Kingsley.....	10 00		
888 87	Kingston, Kent.....	416 00		40 00
84 03	Kingston, King's.....	124 00		
51 53	Kintore.....	34 00		
44 98	Kirkland.....	16 00		
24 10	Knowlesville.....	16 00		
26 62	Knoxford.....	12 00		
160 29	Kouchibouguac.....	70 00		
9 67	Kouchibouguac Beach.....	10 00		
10 50	Lakeburn.....	10 00		
22 00	Lakefield.....	20 00		
41 97	Lake George.....	32 00		
10 16	Lake Road.....	10 00		
11 95	Lake Stream.....	10 00		



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Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts		\$ cts	\$ cts.	\$ cts.
27 09	Lakeview .....	12 00		
54 34	Lakeville .....	20 00		
20 55	Lakeville Corner .....	12 00	12 00	
38 37	Land's End .....	12 00		
12 95	Lansdowne .....	10 00		
6 84	Lawfield .....	10 00		
99 21	Lawrence Station (*including arrears).....	*31 50		
22 28	Lawson .....	10 00		
24 35	Ledge .....	12 00		
6 73	Leger (from 1st July, 1885) .....	7 50		
14 67	Legerville .....	10 00		
38 51	Leonardville (8 Quarters) .....	20 20		
145 28	Lepreaux .....	32 00	10 00	
99 69	LeTete .....	36 00		
5 53	Lewis Mountain .....	10 00		
34 26	Lewisville .....	20 00		
20 85	Lily Lake .....	10 00		
8 26	Lime Hill .....	10 00		
12 91	Limekiln .....	10 00		
13 66	Lincoln .....	10 00		
19 31	Lindsay .....	10 00		
11 50	Linton's .....	10 00		
29 20	Little Branch .....	10 00		
3 48	Little Cape .....	10 00		
238 00	Little Forks (accounts not received) .....	*70 50		
6 03	Little Lepreaux (*including arrears) .....	9 18		
7 00	Little Musquash (from 1st May, 1885) .....	10 00		
5 25	Little Ridge .....	6 67		
3 83	Little Ridgeton (from 1st August, 1885) .....	10 00		
13 00	Little River, Coverdale .....	10 00		
18 37	Little River, Elgin .....	10 00		
23 88	Little River, Sackbury .....	10 00		
	Little Rocher .....	12 00		
	Little Salmon River Mills (from 1st Feb., 1886) .....	1 67		
28 95	Little Shemogue .....	15 50		
35 13	Little Shippigan .....	19 00		
9 07	Loch Lomond .....	10 00		
9 42	Londonderry .....	10 00		
20 50	Long Creek .....	12 00		
13 82	Long Point .....	10 00		
56 50	Long Reach .....	20 00		
12 20	Long Settlement .....	10 00		
16 00	Lonsdale .....	10 00		
88 15	Lord's Cove .....	23 00		
	Lower Abouggoggin .....	10 00		
27 00	Lower Brighton .....	12 00		
40 00	Lower Canterbury .....	23 00		
36 51	Lower Cape .....	26 00		
19 50	Lower Caraquet .....	12 00		
5 33	Lower Coverdale .....	10 00		
	Lower French Village (accounts not received) .....			
85 48	Lower Gagetown .....	14 00		
11 25	Lower Hayneville .....	10 00		
10 96	Lower Line, Queensbury .....	10 00		
20 83	Lower Nappan .....	14 50		
29 61	Lower Newcastle .....	12 00		
15 70	Lower Poquiock .....	10 00		

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Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
41 36	Lower Prince William.....	28 50		
11 02	Lower Queensbury.....	10 00		
9 32	Lower St. Mary's.....	10 00		
18 00	Lower Southampton.....	16 00		
9 60	Lower Turtle Creek.....	10 00		
10 22	Lower Wakefield.....	10 00		
12 13	Lower Windsor.....	10 00		
8 45	Lower Woodstock.....	12 00		
8 97	Lozier Settlement.....	10 00		
46 20	Ludlow.....	12 00		
12 83	Lumsden.....	10 00		
10 03	Lutes Mountain.....	10 00		
19 18	Lynfield.....	10 00		
	Lytleton.....	12 00		
354 50	McAdam Junction.....	90 00	4 00	
12 02	McAlpine.....	12 00		
27 38	McDonald's Corner.....	12 00		
19 91	McDonald's Point.....	10 00		
9 80	McDougall Settlement.....	10 00		
43 39	McGinley.....	23 00		
19 50	McKee's Mills.....	10 00		
23 43	McKenzie's Corner.....	22 00		
	McLaughlan (accounts not received).....			
24 82	McLaughlan Road.....	12 00		
13 38	McNamee.....	10 00		
15 09	Mace's Bay.....	12 00		
15 29	Macinguac.....	10 00		
5 05	Mackville.....	10 00		
6 78	Mactaquack.....	10 00		
26 39	Magogundavic.....	12 00		
23 00	Magundy.....	17 50		
33 37	Main River.....	14 50		
16 00	Manners Sutton.....	10 00		
10 00	Mannhurst.....	10 00		
41 63	Maple Green.....	23 00		
11 56	Maplehurst.....	10 00		
9 38	Mapleton.....	10 00		
12 87	Maple View.....	10 00		
14 80	Maplewood.....	10 00		
13 62	Mequapit Lake.....	10 00		
85 22	Markhamville.....	30 00		
83 26	Martin's Head.....	10 00		
14 36	Marvin.....	10 00		
452 91	Marysville.....	76 50		
28 11	Mascarene.....	10 00		
110 00	Maugerville (8 Quarters).....	64 00		
6 53	Meadow.....	10 00		
31 00	Mechanics' Settlement.....	13 50		
3 48	Memel.....	10 00		
210 42	Memramcook.....	144 00		
13 97	Middle Coverdale.....	10 00		
5 07	Middle Hainesville.....	10 00		
340 04	Middle Sackville.....	129 00		
60 42	Middle St. Francis.....	20 00		
60 00	Middle Simmonds.....	32 00		
22 43	Middle Southampton.....	12 00		



# A, IN REPORT No. 3, D.—Detail of Revenue, Salaries and Allowances in New Brunswick, within the Year ended 30th June, 1886.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts		\$ cts.	\$ cts.	\$ cts.
11 24	Midgie (3 Quarters).....	7 50		
17 00	Midland.....	16 00		
3 06	Midway.....	10 00		
105 03	Millford.....	46 00		
17 66	Milkish.....	10 00		
12 96	Millbank.....	12 00		
13 56	Mill Brook.....	10 00		
10 50	Mill Cove.....	10 00		
4 65	Mill Creek.....	10 00		
128 49	Milledgeville.....	66 00		
283 36	Millerton.....	83 00		
17 90	Mill Settlement.....	10 00		
76 00	Millstream.....	30 00		
766 14	Milltown.....	323 00		40 00
131 57	Millville.....	60 00		
7 62	Mineral.....	10 00		
10 32	Mineral Hill.....	10 00		
30 01	Miscou Harbor (from 1st July, 1885).....	7 50		
47 80	Miscou Lighthouse.....	23 00		
18 04	Mispec.....	10 00		
10 00	Mizonette.....	10 00		
7,895 61	Moncton (*to 30th April, 1886; discontinued).....	1,860 00	100 00	*250 00
6 00	Moncton Road.....	10 00		
67 60	Monument Settlement.....	16 00		
118 95	Moore's Mills.....	43 00		
0 06	Mooreston (closed, arrears of revenue).....			
14 42	Moran.....	10 00		
13 84	Morcambe.....	10 00		
20 02	Moss Glen.....	10 00		
51 63	Moulie's River.....	16 00		
6 25	Mountain Brook.....	10 00		
11 00	Mountain Dale.....	10 00		
4 17	Mount Middleton (from 1st Nov., 1885).....	4 17		
22 09	Mount Pleasant.....	16 00		
6 00	Mountview.....	10 00		
25 49	Mountville.....	10 00		
188 33	Mount Whatley.....	60 00		
53 84	Mouth of Jemseg.....	31 50		
51 22	Mouth of Keswick.....	20 00		
180 98	Mouth of Nerepis.....	110 00		
5 57	Mouth of St. Francis.....	10 00		
23 91	Murray Road.....	12 00		
18 63	Murray's Corner.....	16 00		
88 06	Musquash.....	59 00		
12 04	Nachawick.....	12 00		
100 10	Narrows.....	240 00	100 00	
97 40	Nashwaak.....	23 00		
42 30	Nashwaak Bridge.....	15 50		
46 00	Nashwaaksis.....	19 00		
284 68	Nashwaak Station.....	78 00		
34 51	Nashwaak Village.....	19 00		
7 10	Nasonworth (from 1st Sept., 1885).....	5 83		
53 41	Nauwigewank.....	24 00		
28 03	Neguac.....	12 00		
28 80	Nerepis Station.....	12 00		
55 19	New Brandon.....	24 00		



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Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
7 89	Newburgh.....	10 00		
5 31	New Canaan.....	10 00		
2,713 52	Newcastle.....	1,000 00	400 00	160 00
40 91	Newcastle Bridge.....	16 00		
47 70	Newcastle Creek.....	20 00		
17 67	New Horton.....	10 00		
11 99	New Ireland.....	10 00		
2 37	New Ireland Road.....	10 00		
24 00	New Jerusalem.....	24 00		
7 41	New Market.....	10 00		
10 00	New Maryland.....	10 00		
269 70	New Mills (*from 1st July, 1885).....	120 00	*7 50	
14 48	New River Mills.....	11 50		
112 31	New Town.....	39 00		
2 16	New Zion.....	10 00		
13 53	Nixon.....	10 00		
18 56	Northampton.....	12 00		
	North Esk Boom.....	12 00		
7 99	Northfield.....	10 00		
9 56	North Forks of Salmon Creek.....	10 00		
24 50	North Lake.....	12 00		
1 11	North River.....	10 00		
45 92	North River Platform.....	20 00		
99 00	North-West Bridge.....	40 00		
12 77	Norton.....	12 00		
14 36	Norton Dale.....	10 00		
210 83	Norton Station (*including arrears).....	100 00	*56 25	
92 86	Oak Bay.....	47 50	6 00	
8 28	Oakham.....	10 00		
18 50	Oakhill.....	10 00		
48 74	Oak Point, King's.....	24 00		
23 20	Oak Point, Northumberland.....	12 00		
7 94	Oakville.....	10 00		
12 00	Olinville.....	12 00		
263 27	Oromocto.....	123 00	48 00	
11 25	Ortonville.....	10 00		
414 00	Ossakeag.....	164 50		
17 00	Otnabog.....	10 00		
14 21	Paddock.....	10 00		
15 30	Painsec Settlement.....	11 50		
22 86	Parent's.....	27 50		
17 80	Parker's Ridge.....	11 50		
7 56	Parlee Settlement.....	10 00		
30 61	Passekeag.....	19 00		
0 03	Patterson Settlement.....	10 00		
13 54	Pearson's.....	10 00		
71 00	Peel.....	28 00		
	Pembroke.....	10 00		
5 00	Peniac.....	12 00		
61 91	Pennfield.....	28 50		
86 88	Pennfield Ridge.....	19 00		
322 04	Penobscuis.....	135 00		
5 29	Perry Settlement.....	10 00		
8 85	Perth.....	10 00		
273 25	Perth Centre.....	88 50	36 00	

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Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
16 04	Petersville.....	11 00		
40 00	Petersville Church.....	15 00		
1,336 98	Petitcodiac.....	360 00	50 00	40 00
6 75	Petite Lameque.....	10 00		
261 26	Petit Rocher.....	105 00		
20 56	Pierston.....	10 00		
21 42	Pine Ridge.....	12 00		
20 38	Pioneer.....	10 00		
18 44	Pisarinco.....	12 00		
17 01	Pleasant Ridge.....	10 00		
24 84	Pleasant Vale.....	14 00		
5 94	Plymouth.....	10 00		
72 00	Pockmouche.....	28 50		
30 00	Pockshaw.....	12 00		
13 55	Pocologan.....	10 00		
8 36	Pointe au Car.....	10 00		
36 00	Pointe de Bute.....	20 00		
243 65	Pointe du Chêne.....	95 00		
18 94	Pointe Escuminac.....	10 00		
8 95	Point La Nim.....	10 00		
16 78	Point Sapin.....	10 00		
49 73	Point Wolf.....	30 00		
8 71	Poirier.....	10 00		
39 60	Poilet River.....	19 00		
30 12	Pollyhurst.....	11 50		
10 34	Pomeroy Ridge.....	10 00		
5 87	Poodiac.....	10 00		
58 53	Pequiock.....	28 50		
15 50	Portage River.....	10 00		
377 03	Port Elgin.....	120 00	50 00	
	Portland (accounts outstanding).....			
16 10	Power's Creek.....	10 00		
14 63	Pré d'en haut.....	10 00		
6 46	Priceburgh.....	10 00		
17 12	Prince of Wales.....	12 00		
87 66	Prince William.....	23 00		
137 25	Prince William Station (*including arrears).....	46 00	*17 00	
8 16	Prosser Brook.....	10 00		
11 05	Protectionville.....	10 00		
1 95	Public Landing (from 1st Feb., 1886).....	1 67		
7 22	Pugh's Crossing (from 1st May, 1885).....	9 17		
6 29	Quaco Road.....	10 00		
7 41	Queensbury.....	10 00		
5 49	Queensville.....	10 00		
14 97	Quisibus.....	12 00		
33 53	Quispamsis.....	14 50		
6 80	Rapide de Femme.....	10 00		
14 67	Ratigan (from 1st Aug., 1885).....	6 67		
6 64	Ratter's Corner.....	10 00		
14 00	Read.....	10 00		
59 50	Red Bank.....	29 00		
	Red Head (*including arrears).....	*11 67		
5 50	Red Rapids (3 Quarters).....	7 50		
10 00	Renaud's Mills.....	10 00		
52 14	Rensous Bridge.....	20 00	2 00	



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Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
11 43	Renous River.....	14 00		
7 76	Reynolds (from 1st Oct., 1885).....	5 00		
27 50	Richardville.....	10 00		
926 88	Richibucto.....	419 50		40 00
19 21	Richibucto Village.....	10 00		
85 54	Richmond Corner.....	36 00	8 00	
38 76	Riley Brook.....	20 00		
13 00	River Bank.....	10 00		
113 34	River Charlo.....	48 50	8 00	
60 33	River de Chute.....	37 50		
91 66	River Louison.....	36 00		
127 08	Riverside.....	39 50		
7 50	River View.....	10 00		
25 00	Rivière des Caches.....	12 50		
10 71	Robertson's Point.....	10 00		
24 53	Robichaud.....	12 00		
3 96	Robinsonville (from 1st Aug., 1885).....	6 67		
104 19	Rockland.....	55 00		
160 88	Rockland Station.....	72 00	25 00	
38 00	Rockport.....	14 00		
8 96	Rockville.....	10 00		
307 21	Rogersville.....	120 00		
32 55	Rolling Dam.....	12 00		
17 39	Rosedale.....	10 00		
21 57	Rose Vale.....	12 00		
375 89	Rothsay.....	129 00	20 00	
109 50	Round Hill (*including arrears).....	46 00	*21 00	
12 54	Rowena.....	10 00		
21 40	Roxburgh.....	10 00		
7 50	Royal Road.....	10 00		
3 00	Royal Road, West (from 1st Jan., 1886).....	2 50		
28 47	Royalton.....	12 00		
36 43	Rusagornis.....	16 00		
6 83	Rusagornis Station (re-opened 1st July, 1885).....	7 50		
0 06	Ruther Glen.....	10 00		
8 06	St. André de Shediac (from 1st Aug., 1885).....	6 66		
1,307 63	St. Andrews (*including special allowance).....	*930 00	200 00	100 00
5 69	St. Anne.....	10 00		
7 69	St. Anthony.....	10 00		
50 06	St. Castin.....	10 00		
57 11	St. Croix.....	26 00		
857 67	St. George.....	462 00		40 00
41 50	St. Hilaire.....	12 00		
24 99	St. Ignace.....	11 50		
12 00	St. Isidore.....	10 00		
37,215 03	St. John (salaries and expenses entered elsewhere).....			
293 00	St. Joseph.....	120 00		
14 80	St. Leonard's.....	17 50		
77 40	St. Leonard's Station.....	24 00		
163 91	St. Louis de Kent (*from 1st July, 1885).....	56 00	*6 00	
390 89	St. Martin's.....	180 00		
35 88	St. Mary's.....	16 00		
440 91	St. Mary's Ferry.....	97 50		
6 45	St. Norbert.....	10 00		
13 12	St. Paul's.....	10 00		
5 74	St. Pierre.....	10 00		



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Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
3,487 39	St. Stephen .....	700 00	120 00	120 00
10 63	St Thomas .....	10 00		
2,207 27	Sackville .....	800 00	40 00	100 00
8 60	Salem .....	10 00		
27 10	Salina .....	12 00		
630 56	Salisbury .....	255 00		
14 05	Salmon Beach .....	18 00		
26 56	Salmon Creek .....	14 00		
13 62	Salmondale .....	10 00		
95 85	Salmonhurst .....	30 00		
83 05	Salmon River .....	31 00		
18 83	Salt Springs .....	11 50		
	Sand Point Road .....	10 00		
16 42	Sargent .....	10 00		
21 16	Sartell .....	10 00		
5 62	Scotch Lake (from 1st July, 1885) .....	7 50		
20 09	Scotch Ridge .....	12 00		
9 97	Scotch Settlement .....	10 00		
23 89	Scotch Town .....	11 50		
32 81	Scovill's Mills .....	16 00		
11 29	Scribner .....	10 00		
7 63	Sea Dog Cove (5 Quarters) .....	12 50		
47 25	Seal Cove .....	18 00		
13 62	Sea Side .....	16 00		
19 75	Second Falls .....	18 00		
3 66	Second Westcock .....	10 00		
	Sevogle .....	10 00		
19 40	Shanklin .....	11 50		
20 06	Shannon .....	12 00		
15 77	Shannonvale .....	10 00		
10 97	Sharp (from 1st July, 1885) .....	7 50		
9 85	Sheba .....	10 00		
1,645 06	Shediac .....	540 00	75 00	60 00
8 49	Shediac Bridge .....	10 00		
21 76	Shediac Road .....	10 00		
99 57	Sheffield .....	186 00		
113 03	Sheffield Academy .....	43 00		
3 90	Shenstone .....	10 00		
	Shepody Road .....	10 00		
4 18	Sherlock .....	10 00		
9 37	Shinnickburn .....	10 00		
143 72	Shippigan .....	67 50	20 00	
5 21	Shippigan Island .....	10 00		
0 63	Shirley Settlement (closed, arrears of revenue) .....			
10 00	Snortholme .....	10 00		
16 47	Silverstream .....	10 00		
16 67	Six Roads (from 1st July, 1885) .....	7 50		
70 16	Smith's .....	37 50		
16 42	Smith's Creek .....	12 00		
29 14	Smith Town .....	10 00		
17 58	Snider Mountain .....	10 00		
101 00	Somerville .....	32 00	12 00	
0 11	Southampton .....	12 00		
27 09	South Bay .....	23 00		
10 48	South Branch (Ken.) .....	10 00		
50 35	South Branch, St. Nicholas River .....	20 00		
18 50	South Clones .....	11 50		

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Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
0 33	South Esk .....	10 00		
19 06	South Knowlesville.....	12 00		
226 27	South Nelson.....	64 00		
6 55	South Nelson Road .....	10 00		
118 62	South Rockland.....	63 50		
16 84	South Side Cocagne River (from 1st May, 1885)....	9 17		
16 79	South Tilley.....	10 00		
1 33	Speerville (7 Quarters).....	17 50		
10 00	Spence .....	10 00		
157 50	Springfield, King's.....	95 00	40 00	
14 45	Springfield, York.....	10 00		
13 68	Spring Hill.....	10 00		
4 13	Spruce Lake .....	10 00	6 00	
5 05	Spruce Lake Station (from 1st May, 1885).....	9 17		
116 43	Stanley .....	60 00		
113 34	Starkey's.....	27 50		
5 29	Steevescote (from 1st June, 1885).....	8 33		
7 24	Steeve's Mountain.....	10 00		
7 44	Steeve's Settlement.....	16 00		
49 00	Stewarton.....	20 00		
5 74	Stile's Village.....	10 00		
5 17	Stony Creek.....	10 00		
.....	Strathabo .....	10 00		
22 80	Strathadam .....	10 00		
24 29	Stymast Settlement.....	12 00		
27 10	Summerfield (8 Quarters).....	20 00		
24 34	Summer Hill .....	10 00		
2 45	Sunnyside.....	10 00		
210 50	Surrey .....	80 00		
167 17	Sussex Corner.....	82 00		
13 63	Sussex Portage .....	10 00		
1,767 40	Sussex Vale .....	600 00	100 00	80 00
13 00	Swan Creek .....	10 00		
13 30	Sweeneyville.....	10 00		
3 35	Synton .....	10 00		
5 63	Sypher's Cove.....	10 00		
153 98	Tabucintac.....	40 00		
84 00	Taylor Village.....	39 00		
7 60	Tay Mills.....	10 00		
38 45	Tay Settlement.....	12 00		
10 13	Temperance Vale (3 Quarters).....	7 50		
15 46	Temple (from 1st June, 1885).....	8 33		
0 16	Ten Mile Creek.....	12 00		
12 61	Tennant's Cove .....	10 00		
10 00	Tête à Gauche River, North side .....	10 00		
9 82	Tête à Gauche River, South side.....	10 00		
8 55	Texas River.....	10 00		
29 38	The Range.....	12 00		
15 50	The Barony (from 1st May, 1885).....	9 17		
8 25	Thomond.....	10 00		
1 87	Thornbrook .....	10 00		
28 96	Thorntown.....	12 00		
37 43	Three Brooks.....	12 00		
41 38	Three Mile House.....	36 00		
4 87	Three Tree Creek.....	10 00		
25 00	Tidnish Bridge.....	12 00		



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Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
16 38	Tilley .....	10 00		
3 34	Tilley Road (from 1st July, 1885) .....	7 50		
43 55	Titusville .....	16 00		
19 84	Tobique River .....	12 00		
7 54	Tooleton .....	10 00		
62 07	Tower Hill .....	19 00		
301 38	Tracadie .....	100 00		
25 37	Tracey's Mills .....	16 00		
67 00	Tracey's Station .....	24 00		
5 79	Tracyville .....	10 00		
	Trout Brook .....	10 00		
24 17	Turtle Creek .....	12 00		
21 00	Tweedside .....	11 50		
41 01	Uadine .....	11 50		
13 73	Union Corner .....	10 00		
32 08	Upham .....	22 00		
69 47	Upham Station .....	24 00		
16 84	Upper Abouggoggin .....	10 00		
5 32	Upper Bay du Vin .....	10 00		
13 79	Upper Brighton .....	12 00		
10 50	Upper Buctouche .....	10 00		
9 10	Upper Burton .....	10 00		
28 00	Upper Cape .....	11 50		
56 27	Upper Caraque (5 Quarters) .....	30 00		
14 95	Upper Caverhill .....	10 00		
10 89	Upper Coal Creek .....	10 00		
7 06	Upper Coverdale (from 1st July, 1885) .....	7 50		
107 03	Upper Gagetown .....	30 00		
28 00	Upper Gaspereaux .....	19 50		
10 00	Upper Goshen .....	10 00		
13 41	Upper Greenwich .....	10 00		
52 28	Upper Hampstead .....	19 00		
43 73	Upper Hayneville .....	30 00		
73 55	Upper Kent .....	19 00		
42 56	Upper Keswick .....	23 00		
17 02	Upper Keswick Ridge .....	10 00		
25 10	Upper Kincardine .....	10 00		
16 18	Upper Kintore .....	10 00		
13 20	Upper Knoxford .....	10 00		
13 95	Upper Loch Lomond .....	10 00		
36 53	Upper Magaguadavic .....	16 00		
28 39	Upper Manguerville .....	12 00		
4 68	Upper Mills .....	10 00		
63 75	Upper Neguac .....	16 00		
6 53	Upper New Horton .....	10 00		
14 64	Upper Otnabog .....	10 00		
21 56	Upper Peel .....	14 00		
11 52	Upper Queensbury .....	11 50		
10 55	Upper Roekport .....	10 00		
131 37	Upper St. Basil .....	50 00		
53 83	Upper St. Francis .....	17 50		
110 95	Upper Sackville .....	69 00		
119 80	Upper Sheffield .....	40 00		
11 29	Upper Southampton .....	10 00		
31 68	Upperton .....	16 00		
38 99	Upper Wicklow .....	16 00		



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\$ cts.		\$ cts.	\$ cts.	\$ cts.
179 66	Upper Woodstock .....	97 50		
8 50	Urquhart's .....	10 00		
87 50	Victoria .....	50 00		
0 98	Victory .....	10 00		
18 76	Vienneau .....	10 00		
18 17	Waasis Station .....	16 00		
0 99	Walker's Settlement .....	10 00		
10 00	Ward's Creek Road .....	10 00		
23 60	Waterborough .....	12 00		
185 24	Waterford .....	56 00		
22 00	Waterside .....	12 00		
96 39	Waterville (5 Quarters) .....	25 00		
9 96	Watson Settlement .....	10 00		
21 25	Waweig .....	10 00		
	Wayerton .....	10 00		
559 53	Weldford .....	245 00	12 00	
2 87	Wellington .....	10 00		
2 28	Wells .....	10 00		
152 33	Welsford .....	60 00		
44 06	West Branch, St. Nicholas River .....	15 00		
24 57	Westcock (3 Quarters) .....	9 00		
14 46	Westfield .....	12 00		
16 00	West Glassville .....	12 00		
232 56	Westmoreland Point .....	126 00	120 00	
124 45	West Quaco .....	65 00		
14 77	West River .....	10 00		
13 69	West Scotch Settlement .....	10 00		
	Wheaton Mills .....	10 00		
	Wheaton Settlement .....	10 00		
43 96	Whitehead, Charlotte .....	20 00		
10 00	Whitehead, King's .....	10 00		
73 95	White's Cove .....	29 50		
3 97	White's Mills (from 1st Nov., 1885) .....	4 17		
8 21	White's Point .....	10 00		
0 34	Whitney .....	10 00		
51 17	Whittier's Ridge .....	16 00		
49 93	Wickham .....	17 50		
51 50	Wicklow .....	26 00	16 00	
2 72	Wiggins .....	10 00		
	Wilbur .....	10 00		
6 86	Williamstown .....	10 00		
7 71	Willowdale .....	10 00		
29 55	Willowgrove .....	12 00		
9 00	Wilson's Beach .....	10 00		
27 69	Winding Ledges .....	12 00		
23 48	Windsor .....	12 00		
31 93	Wood Point .....	12 00		
14 59	Woodside .....	10 00		
3,689 23	Woodstock .....	1,041 66	400 00	240 00
11 04	Woodstock Road Station .....	10 00		
1 82	Woodville .....	10 00		
92 06	Woodward's Cove .....	59 00		
10 00	Yoho .....	10 00		

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\$ cts.		\$ cts.	\$ cts.	\$ cts.
37 92	York Mills.....	14 50	.....	.....
39 51	Young's Cove.....	19 00	.....	.....
11 09	Zealand Station (from 1st Aug., 1885).....	6 66	.....	.....
<b>\$136,132 27</b>	<b>..... Totals.....</b>	<b>†\$37,439 45</b>	<b>\$3,664 75</b>	<b>\$1,750 00</b>

†N.B.—Of this the amount of \$34,417.06 was paid from Revenue collections and \$3,022.39 from Parliamentary appropriation. The latter has been brought to account at page 139, part ii.

**A. CAMPBELL,**

*Postmaster-General.*

**H. A. WICKSTEED,**

*Accountant.*

A, IN REPORT No. 3, E.

DETAIL of all payments made for Salaries, &c., in Manitoba and the North-West Territories; showing, in each case, the name of the person, the service or duty performed, and the amount paid within the Year ended 30th June, 1886.

Name.	Service.	Salary.	Provisional Allowance.	Night Duty and Mileage.	Grand Total.
		\$ cts	\$ cts	\$ cts.	\$ cts.
MANITOBA, &c., DIVISION.					
W. W. McLeod.	Post Office Inspector.	2,200 00	275 00		
A. W. Cairns.	Assistant Inspector.	950 00	237 51		
R. R. Brough.	Acting Assistant Inspector (arrear; now Assistant Postmaster, Winnipeg).	386 67			4,029 18
A. McGillis.	2nd Class Clerk.	1,087 50	217 50		1,305 00
C. F. Tuck.	do	710 00	177 50		
J. L. Broughton.	do (suspended from 14th October to 20th November, 1885).	440 10	176 03		
W. T. Macpherson.	do	400 00	160 00		
T. H. Marshall.	do	400 00	160 00		
W. S. Wallace.	Temporary Messenger, to 31st December, 1885.	276 00			2,623 63
	Totals, Inspector's Office.	6,830 27	1,403 54		276 00
RAILWAY MAIL SERVICE.					
C. E. Kavanagh.	Chief Railway Mail Clerk.	1,337 50	267 50	143 60	1,743 60
A. J. Patton.	1st Class Clerk.	930 00	240 00	620 50	1,820 50
J. A. Carman.	2nd do	800 00	200 00	554 24	
W. T. Cox.	do	800 00	200 00	639 92	
J. G. Norris.	do (less fine).	718 00	180 00	395 66	
C. R. Stewart.	do	640 00	160 00	452 34	
J. T. O'Loane.	do to 30th November, 1885 (transferred to Toronto Division).	250 00	62 50	157 60	



A, IN REPORT No. 3, E.—Detail of all payments for Salaries, &c., in Manitoba, &c., made within the Year ended  
30th June, 1886.

B:

Name.	SERVICE.	Salary.		Provisional Allowance.		Night Duty and Mileage.		Total.	
		\$	cts.	\$	cts.	\$	cts.		
RAILWAY MAIL SERVICE—Concluded.									
L. Sowell.....	2nd Class Clerk from 1st December, 1885 (transferred from Toronto Division, and re-transferred 31st December, 1885).....	30	10	7	52	14	35	7,414 34	
J. H. P. Brown.....	do.....	573	34	173	34	405	43		
J. G. Moore.....	3rd do.....	520	00	208	02	353	70	7,491 17	
W. B. Sloan.....	do.....	500	00	200	00	393	17		
H. H. Phinney.....	do.....	480	00	192	00	445	66		
J. J. O'Farrell.....	do.....	480	00	192	00	504	44		
C. Gleeson.....	do.....	480	00	192	00	248	60		
F. E. Harrison.....	do.....	480	00	192	00	503	29		
J. T. Colton.....	Probationary, from 1st October, 1885.....	360	00	144	00	279	13		
J. Kinney.....	do from 30th April, 1886.....	81	33	32	53	26	30		
Temporary Railway Mail Clerk.									
T. A. Scott.....	do.....	480	00	192	00	343	10		7,491 17
P. W. Allaire.....	do.....	480	00	192	00	363	46		
D. Cameron.....	do.....	340	64	136	25	339	80		
A. C. James.....	do from 16th October, 1886.....	93	33	37	33	37	20		
T. J. Smith.....	do 21st April, 1886.....	80	00	32	00	31	20		
H. B. Rogers.....	do 1st May, 1886.....	63	22	25	29	5	20		
A. Hicks.....	do 14th do.....	52	90	21	16	3	00		
W. T. Barrett.....	do 22nd do.....	50	32	20	13	7	37		
A. Caven.....	do 24th do.....	41	29	16	51	.....	.....		
J. McNeil.....	do 31st do.....	25	33	10	13	.....	.....		
	do 12th June, 1886.....					.....	.....		
Totals, Manitoba, &c., Railway Mail Service.....		11,137	30	3,526	21	7,271	06		
WINNIPEG POST OFFICE.									
W. Hargrave.....	Postmaster.....	2,400	00	300	00	.....	.....	5,040 00	
E. R. Brough.....	Assistant Postmaster (including arrears).....	1,950	00	390	00	.....	.....		
J. O. Poitras.....	2nd Class Clerk.....	1,177	50	235	50	.....	.....	5,040 00	
E. Barrett.....	do.....	1,062	50	212	50	.....	.....		
C. M. Boswell.....	do.....	1,062	50	212	50	.....	.....		

G. H. Allen		do do	to 31st July, 1886 (transferred to Chief Inspector's Office), .....	.....	1,037 50 75 00	207 50	5,283 00
J. Taylor	3rd	do	do	to 12th April, 1886 (including arrears; dismissed).....	800 00	200 00	
A. Lynch	do	do	do	(including arrears)	587 23	137 50	327 07
L. T. Prud'homme	do	do	do	.....	740 00	185 00	497 34
J. Scott	do	do	do	.....	730 00	182 50	
H. O. Dumas	do	do	do	.....	730 00	182 50	
J. R. Simons	do	do	do	.....	730 00	182 50	
E. A. Barbet	do	do	do	.....	21 94	5 48	
T. A. Cairns	do	do	do	(arrears from 1st to 12th August, 1884). ....	420 00	105 00	
W. A. Rice	do	do	do	to 31st January, 1886 (transferred to Victoria Post Office).	570 00	205 50	
A. Lanothe	do	do	do	.....	560 00	224 00	38 30
G. A. Hargrave.	do	do	do	.....	520 00	208 00	
W. Braden	do	do	do	.....	480 00	196 00	
F. Arneil	do	do	do	.....	480 00	192 00	
A. Monkman	do	do	do	.....	470 00	188 00	10 70
D. J. Smith	do	do	do	.....	800 00	200 00	
W. Johnson	do	do	do	from 1st Sept., 1885 (transferred from Montreal Post Office).	566 66	141 66	
Temporary Clerk				(less fine).....	401 67	160 00	12,804 88
R. R. Mills	do	do	do	(arrears from 1st to 12th August, 1884).....	399 75	160 00	
R. Sharnan	do	do	do	.....	12 90	5 16	
G. L. Ferguson	do	do	do	(suspended from 9th to 15th March, 1886); ..... <i>S. Mulvey, jun.</i>	400 00	160 00	
A. F. A. Chabot	do	do	do	.....	392 46	156 98	
W. B. Sheppard	do	do	do	.....	400 00	160 00	
D. A. Kaiser	do	do	do	.....	400 00	160 00	
G. P. Sheppard	do	do	do	(less fine).....	400 00	160 00	
B. Parson	do	do	do	.....	399 00	160 00	
R. Spence	do	do	do	from 25th May, 1886	400 00	160 00	
					40 86	16 35	
Superintendent Letter Carrier							5,105 13
Letter Carrier							
R. Miller	do	do	do	to 31st May, 1886 (resigned).....	490 00	196 00	
W. Lipsitt	do	do	do	.....	480 00	196 00	
J. Stevenson	do	do	do	.....	480 00	196 00	
W. J. Cathbert, jun.	do	do	do	.....	300 00	141 00	
W. M. Burrows	do	do	do	.....	360 00	140 00	
J. H. Lilly	do	do	do	.....	360 00	144 00	
R. Code	do	do	do	to 30th April, 1886 (on leave of absence without salary, from 1st September to 12th November, 1886); resigned	360 00	144 00	
W. J. Gow	do	do	do	.....	228 00	91 20	
A. Taylor	do	do	do	from 1st October, 1885	360 00	144 00	
J. McDonald	do	do	do	from, and Temporary Letter Carrier to 1st December, 1885,	345 00	138 00	
S. J. Smith	do	do	do	do	360 00	144 00	
W. H. Taylor	do	do	do	do	360 00	144 00	
							7,312 20

A, IN REPORT No. 3, E.—Detail of all payments for Salaries, &c., in Manitoba, &c., made within the Year ended 30th June, 1886.

Name.	SERVICE.	Salary.		Provisional Allowance.		Night Duty and Mileage.		Total.
		\$	cts.	\$	cts.	\$	cts.	
WINNIPEG POST OFFICE—Concluded.								
W. J. Cuthbert, sen. ....	Temporary Letter Carrier.....	360	00	144	00	.....	.....	.....
W. J. Kemp .....	do from 20th April, 1883.....	97	25	28	40	.....	.....	.....
W. J. Nicholson .....	do from 20th May, 1886.....	41	61	16	64	.....	.....	687 90
J. Brown .....	Messenger.....	590	00	236	00	.....	.....	826 00
	Totals, Winnipeg Post Office .....	27,919	33	8,266	37	.....	873 41	37,059 11
RECAPITULATION.								
	Totals of Inspector's Office.....	6,830	27	1,403	54	.....	.....	8,233 81
	do Railway Mail Service.....	11,197	30	3,526	21	.....	7,271 06	21,994 57
	do Winnipeg Post Office.....	27,919	33	8,266	37	.....	873 41	37,059 11
	Grand Totals.....	45,946	90	13,196	12	.....	8,144 47	67,287 49
	Balances of salaries remitted by cheque to Postmasters other than above, being the excess of their salaries over the amount of revenue collected by them (see total of following statement) .....					.....	.....	3,274 73
	Total .....					.....	.....	\$70,662 22

A. CAMPBELL,  
Postmaster-General.

H. A. WICKSTEED,  
Accountant.



## A. IN REPORT No. 3, E.

DETAIL of Salaries; Allowances for Forward Duty; Allowances in aid of Rent, Fuel and Light; and of Revenue collected at the several Post Offices in Manitoba and the North-West Territories, within the Year ended 30th June, 1886.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
30 18	Abernethy.....	11 50		
41 00	Adelpha.....	17 90		
114 84	Alameda.....	44 91		
40 80	Alcester.....	14 50		
237 93	Alexander Station, late Pulteney.....	72 50		
25 08	Allanburn (from 1st Jan., 1886).....	2 50		
51 88	Almasippi.....	18 95		
24 00	Antler.....	14 50		
1,919 53	Archibald.....	345 00	200 00	55 00
159 77	Arden Station.....	32 50		
12 00	Ardpatrick (from 1st Nov., 1885).....	4 17		
16 41	Argyle.....	12 00		
55 71	Armstrong's Lake.....	25 72		
22 71	Arnaud.....	16 00		
38 38	Arrow River.....	16 00		
24 66	Arrowton.....	14 60		
124 76	Assessippi.....	36 00		
39 76	Assiniboine.....	16 00		
43 50	Aubigny.....	11 50		
185 69	Austin.....	50 00		
17 52	Aweme.....	11 50		
145 38	Baie St. Paul.....	57 50		
13 00	Balcarres.....	12 00		
212 24	Balgonie.....	34 00		
20 20	Balmerino.....	14 50		
139 78	Balmoral.....	50 00		
73 83	Batoche.....	30 00		
773 56	Battleford (5 Quarters).....	300 00		
45 40	Beaconsfield.....	40 00		
86 67	Beausejour (*including arrears).....	*22 00		
18 15	Beaver Creek.....	20 00		
46 75	Beaver Rapids.....	20 00		
47 97	Belleview.....	20 00		
436 43	Beulah.....	140 00		
35 56	Beresford (closed 5th Dec., 1885).....	18 00		
13 06	Big Fork.....	15 00		
195 25	Binscarth.....	72 50		
49 63	Birds' Hill (*including arrears).....	28 50	*25 00	
1,033 10	Birtle.....	460 00	40 00	60 00
24 11	Blake.....	12 00		
60 00	Blumenort.....	26 00		
11 30	Blythfield.....	12 00		
71 50	Boakview.....	14 50		
26 46	Boscurvis (from 1st July, 1885).....	7 50		
131 97	Bradwardine.....	54 27		
7,514 41	Brandon (*including special allowance).....	*2,720 00	400 00	600 00
61 31	Brandon Hills.....	18 00		
	Breslor (accounts not received).....			
59 23	Bridge Creek.....	22 50		

# A, IN REPORT NO. 3, E.—Detail of Revenue, Salaries and Allowances in Manitoba, &c., within the Year ended 30th June, 1886.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
26 31	Brierwood .....	11 50		
660 31	Broadview (*including arrears).....	340 00	*75 00	
16 42	Brookdale (closed 31st Oct., 1885, and re-opened 1st March, 1886) .....	10 16		
73 21	Burnside.....	30 00		
26 76	Butterfield .....	24 40		
40 29	Cadureis.....	16 00		
57 73	Calf Mountain .....	40 00		
3,503 02	Calgary.....	1,200 00	300 00	240 00
149 55	Camille.....	45 00		
41 73	Campbellville.....	18 50		
323 04	Canmore .....	105 61		
1,250 00	Carberry.....	400 00	60 00	40 00
419 47	Carman .....	160 00		
	Carleton (accounts not received).....			
32 93	Carlingville.....	12 00		
193 49	Carlyle.....	60 00		
76 74	Carnduff.....	25 00		
61 10	Caron .....	25 18		
28 56	Carrolton .....	16 00		
22 00	Carssdale.....	15 00		
36 82	Carson (from 1st Aug., 1885).....	6 67		
292 52	Cartwright.....	112 50		
50 49	Castleberry .....	20 17		
238 91	Chater.....	100 00		
17 20	Chortitz .....	11 50		
50 02	Chumah.....	22 00		
48 41	Clandeboyne .....	40 00		
46 42	Clan William.....	19 00		
34 29	Clare .....	15 00		
54 39	Clarkleigh.....	21 48		
42 81	Clear Springs.....	20 00		
232 52	Clear Water.....	100 00	40 00	
37 87	Clover Bar.....	32 50		
74 12	Cook's Creek (5 Quarters).....	23 00		
35 00	Craigielea.....	17 50		
98 89	Craven .....	18 00		
38 55	Creeford.....	24 00		
127 41	Crescent Lake.....	24 00		
28 66	Crew.....	17 50		
149 57	Cross Lake Station (5 Quarters).....	30 00		
330 08	Crystal City (*3 Quarters; discontinued).....	160 00	*18 00	
28 40	Dalesboro' .....	14 50		
160 69	Dalton .....	80 00		
158 28	Darlingford (*including arrears).....	*118 37	12 50	
70 25	De Clare.....	27 00		
569 99	Deloraine .....	240 00		
30 33	Desford .....	75 00		
496 70	Dominion City .....	200 00		
38 25	Donore.....	15 00		
192 72	Douglas Station.....	47 50		
13 00	Drumconnor.....	14 50		
22 00	Dry River.....	14 50		
8 50	Dunbow (from 1st July, 1885).....	7 50		
28 15	Dundee.....	15 00		



# A, IN REPORT No. 3, E.—Detail of Revenue, Salaries and Allowances in Manitoba, &c., within the Year ended 30th June, 1886.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
16 00	Dunmore Junction (from 1st Feb., 1886).....	1 67		
109 13	Dynevor .....	47 50		
192 61	East Selkirk.....	107 50		
34 89	Eden .....	24 00		
65 15	Edgeley Farm.....	38 14		
1,046 74	Edmonton (*including arrears).....	400 00	*120 00	120 00
521 10	Elkhorn .....	140 30		
110 41	Ellisboro' .....	50 00		
51 00	Elm Valley .....	20 00		
18 50	Elton .....	16 00		
1,505 35	Emerson .....	1,400 00	100 00	240 00
1,758 23	End of Track (closed 31st Jan., 1886).....	725 38	10 93	
46 12	Erinview .....	14 50		
43 56	Fairburne .....	20 00		
25 20	Fairmeade.....	14 50		
8 55	Fairmont.....	19 00		
103 63	Fleming .....	35 00		
18 72	Florenta .....	14 50		
25 02	Forest Farm.....	17 50		
34 57	Fort Alexander.....	16 00		
155 07	Fort Ellice .....	100 00	30 00	
91 77	Fort Francis.....	55 00		
986 26	Fort Kipp .....	480 00		75 00
23 00	Fort McLeod .....	80 32		
34 89	Fort Pitt.....	155 00		
31 40	Fort Saskatchewan (7 Quarters).....	20 00		
57 73	Gauthier.....	39 00		
10 84	Gimli (3 Quarters).....	60 00		
10 39	Giroux .....	11 50		
653 48	Gladstone .....	360 00	12 00	40 00
28 39	Glen Adelaide.....	17 50		
276 56	Gleichen .....	104 02		
37 72	Glenboro' .....	16 00		
74 00	Glendale.....	34 50		
115 62	Glendinning.....	50 00		
50 93	Glenora.....	28 00		
32 60	Golden Stream (5 Quarters) .....	25 00		
108 54	Gonor.....	35 16		
45 77	Grandin (5 Quarters) .....	20 00		
45 64	Grange .....	14 34		
27 64	Green Ridge.....	16 00		
552 47	Grenfell .....	230 00		
20 14	Greenwood.....	15 00		
537 98	Gretna .....	195 03		
318 15	Griswold Station .....	107 32	52 00	
46 50	Grund (5 Quarters).....	20 00		
54 92	Hamiota .....	39 00		
23 24	Hanlan.....	16 00		
23 60	Hartney (from 1st July, 1885).....	7 50		
4 68	Hawk Lake (closed 31st July, 1885).....	1 10		
13 67	Hayfield .....	12 00		
36 04	Hayward.....	14 50		



# A, IN REPORT No. 3, E.—Detail of Revenue, Salaries and Allowances in Manitoba, &c., within the Year ended 30th June, 1886.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
12 03	Hazelwold.....	12 00		
146 58	Headingley.....	70 00		
50 00	Heaslip.....	40 00		
42 39	Hernefield.....	14 50		
334 77	High Bluff.....	140 00		
70 25	High River.....	34 79		
23 29	Hillburn.....	16 00		
50 10	Hillview.....	20 34		
40 00	Hochstadt.....	14 50		
48 25	Holland.....	27 50		
5 55	Icelandic River (late Gimli).....	15 00		
105 80	Ignace.....	58 00		
19 20	Indian Ford.....	12 00		
912 73	Indian Head.....	410 00	20 00	40 00
100 65	Joly.....	35 00		
31 66	Katepwe.....	22 06		
319 30	Keewatin Mills.....	140 00		
37 24	Kentis.....	17 50		
67 46	Kildonan (*5 Quarters; discontinued).....	42 50	*15 00	
167 68	Killarney.....	37 50		
50 02	Kinbrae.....	29 06		
19 74	Kingsley.....	16 00		
39 68	Kinistino.....	20 00		
	Kirkpatrick (accounts not received).....			
14 42	Kola (from 1st Jan., 1886).....	2 50		
24 61	La Broquerie.....	16 00		
19 15	Lake Francis.....	20 00		
157 74	Langvale.....	57 50	28 00	
15 61	Lausburn.....	11 50		
115 68	Lebret (from 1st Jan., 1886).....	46 27		
48 03	Lennox.....	11 50		
30 40	Letellier.....	12 00		
516 98	Lethbridge (from 1st Oct., 1885; salary awaiting adjustment).....			
36 02	Lintrathen.....	20 00		
62 42	Littleton (*including arrears).....	*43 00		
31 87	Logoch.....	11 50		
16 71	Longfleet.....	11 50		
54 05	Longlaketon.....	24 00		
40 50	Loon Creek.....	11 50		
28 62	Loretto.....	16 00		
15 10	Lorne.....	16 00		
43 94	Lothair.....	20 00		
144 77	Lower Fort Garry.....	92 00		
20 98	Lowestoft.....	14 50		
17 48	Lucas.....	14 50		
248 39	McGregor Station.....	47 50		
76 95	McLean.....	46 25		
85 00	Manda.....	31 65		
737 22	Maple Creek.....	190 00		
59 84	Marieton.....	20 32		
304 00	Marlborough.....	104 00		

# A, IN REPORT No. 3, E—Detail of Revenue, Salaries and Allowances in Manitoba, &c., within the Year ended 30th June, 1886.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
185 63	Marney .....	60 50	24 00	
85 42	Marringhurst .....	36 00		
26 41	Maskawata .....	10 00		
76 41	Meadow Lea .....	36 00		
1,248 92	Medicine Hat .....	600 00		120 00
46 81	Mekiwin .....	20 00		
52 26	Melbourne .....	32 00		
56 75	Melgund .....	22 00		
116 50	Melita .....	20 50		
101 92	Menota .....	67 50		
45 77	Menteith .....	18 00		
101 05	Miami .....	20 00		
12 87	Michie .....	11 50		
93 87	Middle Church .....	28 50		
31 66	Midnapore .....	18 00		
22 95	Millbrook .....	15 00		
373 17	Millford .....	175 00		
86 84	Millward (from 1st May, 1885) .....	10 67		
1,619 88	Minnedosa .....	540 00	120 00	100 00
5 30	Minnewawa (from 1st Jan., 1886) .....	2 50		
25 94	Minniska .....	12 00		
19 00	Moffat (accounts not received) .....	12 00		
69 20	Moline .....	20 50		
25 44	Montefiore .....	14 50		
23 86	Montrose .....	12 00		
1,218 43	Moose Jaw .....	650 00		120 00
135 05	Moose Mountain .....	36 00		
1,646 84	Moosomin .....	600 00	312 00	100 00
1,530 94	Morden .....	304 64		
38 56	Moropano .....	11 50		
614 44	Morris .....	360 00		40 00
88 03	Mountain City .....	75 00		
15 91	Mount Laggan (7 Months; closed 31st July, 1885) .....	5 83		
8 76	Mowbray .....	16 00		
10 65	Murchison .....	11 50		
	Mussellboro' .....	11 50		
71 66	Napinka .....	20 00		
782 10	Neepawa (*including arrears) .....	275 00	25 00	
302 29	Nelson .....	500 00	90 00	120 00
206 94	Newdale .....	50 00		
16 36	Newhaven .....	16 00		
35 25	New Oxley .....	15 00		
74 00	Nimitau .....	21 00		
34 11	Ninette .....	16 00		
35 38	Ninga .....	16 87		
200 00	Niverville .....	60 00		
140 77	Norquay .....	60 00		
110 11	Oak Bank .....	23 00		
44 63	Oakburn .....	27 50		
348 37	Oak Lake .....	120 00		
18 00	Oakland .....	12 00		
39 75	Oak Point (5 Quarters) .....	25 00		
181 88	Oak River .....	48 00	24 00	
13 29	Oberon .....	16 00		



# A, IN REPORT No. 3, E.—Detail of Revenue, Salaries and Allowances in Manitoba, &c., within the Year ended 30th June, 1886.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
59 56	Odanah .....	90 00		
32 23	Okotoks .....	14 50		
43 32	Olive .....	20 00		
6 78	Opawaka .....	10 00		
18 20	Orange Ridge .....	16 00		
40 15	Orrwold .....	16 00		
34 68	Osprey .....	24 00		
42 00	Ossowa .....	30 00		
49 69	Otenaw .....	19 00		
44 35	Otterburne .....	40 50		
39 87	Parkdale .....	19 00		
25 02	Parkin (5 Quarters) .....	13 50		
31 02	Parkisimo .....	11 50		
36 11	Parklands (from 1st July, 1885) .....	7 50		
45 47	Pasqua .....	16 00		
21 10	Peguis .....	1 00		
76 75	Pembina Crossing (3 Quarters; closed 31st Oct., 1885) .....	33 33	21 33	
71 74	Pendennis .....	20 50		
32 68	Penrith .....	11 50		
169 54	Pense (3 Quarters) .....	45 00		
60 46	Petrel .....	24 00		
165 34	Pheasant Forks .....	63 00		
24 69	Pigeon Lake .....	18 00		
550 67	Pilot Mound .....	240 00	24 00	
178 56	Pincher Creek .....	40 00		
36 72	Pipe Stone .....	16 00		
10 18	Pleasant Home .....	11 50		
21 80	Plympton .....	15 00		
47 72	Pomeroy .....	34 00		
171 32	Poplar Point .....	76 00		
4,297 37	Portage la Prairie .....	1,800 00	120 00	300 00
9 21	Prairie Grove .....	12 00		
43 65	Preston .....	24 00		
1,628 43	Prince Albert .....	440 00		60 00
30 19	Puckahn .....	11 50		
1,305 07	Qu'Appelle .....	380 00		40 00
1,575 98	Qu'Appelle Station .....	560 00	200 00	80 00
8 64	Rainy River (from 1st Oct., 1885) .....	5 00		
73 99	Ralpthtown .....	14 50		
1,068 90	Rapid City .....	500 00	100 00	100 00
1,703 18	Rat Portage ("including arrears") .....	699 99	*45 01	120 00
	Raven's Glen (accounts not received) .....	100 00		
192 71	Raven Lake (late Shoal Lake) .....	11 00		
18 14	Rayfield .....	60 00	16 00	
146 41	Reaburn .....	24 18		
66 10	Red Deer .....	36 00		
37 76	Redpath .....	1,300 00		360 00
5,474 39	Regina .....	50 00		
121 53	Reinland .....	16 00		
28 82	Richland .....	16 00		
30 31	Richmond .....	16 00		
24 06	Ridgeville .....	16 00		
35 60	Rocanville .....	20 00		



# A, IN REPORT NO. 3, E.—Detail of Revenue, Salaries and Allowances in Manitoba, &c., within the Year ended 30th June, 1886.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
68 97	Roseberry (*from 1st July, 1885).....	24 00	*7 50	.....
19 57	Roseland .....	11 50	.....	.....
22 99	Rose Plain .....	11 50	.....	.....
109 00	Rosburn .....	39 00	.....	.....
.....	Rosser (no accounts received) .....	.....	.....	.....
109 39	Rounthwaite .....	60 00	.....	.....
60 69	Rowland (3 Quarters).....	24 26	.....	.....
36 94	Royal .....	16 00	.....	.....
85 91	Ruttanville .....	40 00	.....	.....
27 58	St. Alphonse (late Decosse; from 1st May, 1885) ..	10 67	.....	.....
95 93	Ste. Agathe .....	39 00	.....	.....
111 50	St. Albert.....	34 50	.....	.....
164 90	St. Andrew's.....	78 00	.....	.....
95 84	St. Ann's .....	45 00	.....	.....
728 06	St. Boniface.....	400 00	.....	100 00
48 50	St. Charles.....	43 50	.....	.....
174 54	St. François Xavier .....	47 50	.....	.....
79 52	St. James (6 Quarters).....	33 00	.....	.....
110 43	St. Jean Baptiste.....	40 00	.....	.....
74 61	St. Laurent.....	24 00	.....	.....
86 03	St. Léon.....	75 00	.....	.....
36 72	St. Norbert (3 Quarters).....	45 00	.....	.....
10 43	St. Pie.....	12 00	.....	.....
21 29	St. Vital (6 Quarters).....	18 50	.....	.....
38 72	Salisbury.....	23 00	25 00	.....
31 09	Salterville.....	20 00	.....	.....
41 93	Saskatchewan (5 Quarters).....	14 00	.....	.....
71 70	Saskatoon.....	17 50	.....	.....
46 83	Schauenfeldt .....	20 00	.....	.....
22 07	Seeburn .....	11 50	.....	.....
811 69	Selkirk (*including arrears).....	335 00	*52 50	.....
30 40	Sewell.....	55 00	.....	.....
48 52	Shadeland (late Alexandria).....	41 00	.....	.....
228 21	Shellmouth.....	97 42	.....	.....
260 50	Shell River.....	140 00	.....	.....
9 35	Sheppard's Ferry (closed 31st Dec., 1885) ..	9 00	.....	.....
36 53	Sheppardville.....	23 00	.....	.....
110 18	Sidney .....	47 50	.....	.....
64 98	Silver Creek.....	37 50	.....	.....
44 64	Silver Springs .....	20 00	.....	.....
71 61	Silverton .....	40 38	.....	.....
36 59	Sittakaw (from 1st Aug., 1885).....	14 62	.....	.....
55 50	Smith's Hill.....	25 50	.....	.....
60 33	Snow Flake (5 Quarters).....	36 00	.....	.....
17 06	Somerset .....	12 00	.....	.....
700 96	Souris.....	230 00	.....	.....
115 14	Souris City.....	75 00	.....	.....
148 28	Sourisford.....	24 50	.....	.....
65 30	Springfield.....	18 00	.....	.....
55 68	Steinbach .....	17 50	.....	.....
.....	Stobart ((1 Quarter; closed).....	12 50	12 50	.....
82 30	Stockton .....	27 50	.....	.....
23 88	Stodderville.....	23 00	.....	.....
669 22	Stonewall.....	400 00	24 00	34 00

# A, IN REPORT No. 3, E.—Detail of Revenue, Salaries and Allowances in Manitoba, &c., within the Year ended 30th June, 1886.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
261 55	Stony Mountain.....	96 00		
171 78	Strathclair.....	95 00		
33 95	Stratherne.....	30 00		
33 50	Stuartburn.....	11 50		
170 23	Summerberry.....	58 62		
37 42	Summer.....	10 00		
35 03	Sunnymead.....	17 50		
77 52	Sunnyside.....	26 50		
97 62	Swau Lake.....	32 00		
	Swift Current (accounts outstanding).....			
142 83	Thornhill.....	47 50		
70 49	Toddburn.....	23 00		
	Totogan (closed; arrears of salary).....	2 38		
32 20	Toutanka.....	15 00		
206 39	Touchwood Hills.....	46 50		
22 32	Tregarva.....	25 00		
130 16	Treherne.....	30 00		
95 00	Turtle Mountain.....	95 00		
32 83	Two Rivers.....	16 00		
158 68	Vermillion Bay.....	48 52		
89 19	Viola Dale.....	30 00		
1,620 61	Virden (*including arrears).....	500 00	*60 00	60 00
167 68	Wakopa.....	92 50		
64 58	Wallace.....	14 50		
34 01	Waneche.....	11 50		
15 57	Wapaha.....	11 50		
493 93	Wapella.....	145 00		
27 91	Warleigh.....	12 00		
17 33	Warrington.....	12 00		
15 61	Wascana (3 Quarters).....	7 50		
46 92	Wakada.....	15 00		
53 08	Wassewa (from 1st July, 1885).....	9 00		
32 50	Wattview.....	14 50		
10 38	Wavy Bank.....	12 00		
12 48	Wawota.....	11 50		
20 36	Wellington.....	16 00		
35 19	Wellwood.....	23 00		
45 45	Welwyn.....	28 50		
187 37	Westbourne.....	66 00		
49 09	West Hall.....	17 50		
149 99	West Lynne.....	225 00		
29 34	Wheatland.....	19 00		
224 39	Whitemouth.....	187 50		
10 00	Whitewater.....	12 00		
533 10	Whitewood Station.....	211 05		
9 00	Willoughby.....	12 00		
81 75	Winlaw.....	11 50		
51,791 76	Winnipeg (salaries and expenses entered elsewhere).....			
38 09	Wishart.....	15 00		
670 76	Wolf Creek (*including arrears).....	230 00	*52 50	

A, IN 'REPORT No. 3, E.—Detail of Revenue, Salaries and Allowances in Manitoba, &c., within the Year ended 30th June, 1886.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
60 05	Woodlands.....	20 00		
32 86	Woodside.....	23 00		
34 00	Woodnorth.....	12 00		
3 33	Woonona (from 1st Dec., 1885).....	3 33		
36 50	Workman.....	14 50		
239 39	Yorkton.....	82 50		
\$139,160 31	..... Totals.....	†\$35,160 94	\$2,913 77	\$3,364 00

†N.B.—Of this, the amount of \$31,786.21 was paid from Revenue collections and \$3,374.73 from Parliamentary appropriation. The latter has been brought to account at page 162, part ii.

A. CAMPBELL,

Postmaster-General.

H. A. WICKSTEED,

Accountant.



# PROVINCE OF BRITISH COLUMBIA.

## A, IN REPORT No, 3, F.

DETAIL of all payments made for Salaries, &c., in British Columbia; showing, in each case, the name of the person, the service or duty performed, and the amount paid within the Year ended 30th June, 1886.

Name.	Service.	Salary. \$ cts.	Provisional Allowance. \$ cts.	Night Duty and Mileage. \$ cts.	Total. \$ cts.
BRITISH COLUMBIA DIVISION.					
E. H. Fletcher.....	Post Office Inspector .....	2,000 00	500 00	.....	2,500 00
W. H. Dorman.....	2nd Class Clerk .....	1,200 00	300 00	.....	1,500 00
H. A. Ferguson .....	3rd do .....	800 00	320 00	.....	1,120 00
F. A. Carmichael.....	Temporary Clerk.....	400 00	160 00	.....	560 00
	Totals, Inspector's Office .....	4,400 00	1,280 00	.....	5,680 00
RAILWAY MAIL SERVICE.					
J. Rooney .....	2nd Class Railway Mail Clerk.....	800 00	320 00	250 24	1,370 24
A. J. Armstrong.....	Temporary Railway Mail Clerk .....	480 00	192 00	.....	.....
R. F. Drummond .....	do do (including arrears). .....	520 00	208 00	368 80	1,808 80
H. B. Rogers.....	do do (1 month) .....	40 00	.....	.....	.....
	Totals, Railway Mail Service.....	1,840 00	720 00	619 04	3,179 04
VICTORIA POST OFFICE.					
R. Wallace .....	Postmaster.....	2,400 00	.....	.....	2,400 00
T. A. Cairns.....	2nd Class Clerk, from 1st February, 1886 (transferred from Winnipeg Post Office)	480 00	120 00	.....	600 00
T. Chadwick .....	3rd do .....	550 00	232 00	.....	.....

C. W. Newbury .....	440 00	178 00	2,098 11
C. W. Finlaison .....	420 00	168 32	
E. E. Kazé .....	56 99	22 80	
Temporary Clerk .....			
do .....	400 00	160 00	
do .....	400 00	160 00	
do .....	400 00	160 00	
do .....	400 00	160 00	
do .....	205 00	81 99	
do .....	135 29	35 72	2,744 68
do .....	33 34	13 34	
Temporary Messenger, to 31st December, 1885. ....	90 00		
do .....	90 00	36 00	216 00
Totals, Victoria Post Office .....	6,530 62	1,526 17	8,056 79
RECAPITULATION.			
Totals of Inspector's Office .....	4,400 00	1,280 00	5,680 00
do Railway Mail Service .....	1,840 00	720 00	2,560 00
do Victoria Post Office .....	6,530 62	1,526 17	8,056 79
Balances of salaries remitted by cheque to Postmasters other than above, being the excess of their salaries over the amount of revenue collected by them (see total of following statement) .....	12,770 62	3,526 17	16,915 83
Total .....			527 12
			\$17,442 95

A. CAMPBELL,  
Postmaster-General.

H. A. WICKSTEED,  
Accountant.

## A, IN REPORT No. 3, F.

DETAIL of Salaries; Allowances for Forward Duty; Allowances in aid of Rent, Fuel and Light; and of Revenue collected at the several Post Offices in British Columbia, within the Year ended 30th June, 1886.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
11 32	Aberdeen (from 1st Aug, 1885)	13 33		
77 84	Alberni (from 1st May, 1885)	19 16		
20 73	Aldergrove (from 1st Oct., 1885)	10 00		
109 00	Alexandria	39 00		
5 09	Alert Bay (from 1st Oct, 1885)	10 00		
29 00	Alkali Lake	20 00		
93 78	Ashcroft	40 00		
8 57	Ashcroft Station (from 1st March, 1886)	1 66		
274 80	Barkerville	200 00		
45 92	Beaver Point	20 00		
12 78	Big Bar Creek	20 00		
142 25	Boston Bar	23 00		
82 07	Burgoyne Bay	37 50		
44 16	Burrard Inlet	37 50		
148 00	Cache Creek	70 00		
440 73	Chemaious	70 00		
368 44	Chilliwack	160 00		
526 96	Clinton	200 00	80 00	
78 28	Clover Valley	36 00		
31 75	Colwood	20 00		
229 66½	Comox	80 00		
137 65	Coutlee	20 00		
422 70	Cowichan	80 00		
44 41	Dog Creek	28 50		
23 39	Douglas Lake	20 00		
53 02	Drynock (closed 30th Sept, 1885)	29 16		
39 52	Duck and Pringle	24 60		
178 20	Eagle Pass	19 99		
26 51	Elgin (from 1st Nov., 1885)	8 33		
71 22	Emory	75 00		
1,859 23	Esquimalt	487 50		60 00
9 56	Farwell (from 1st Feb., 1886)	3 34		
84 47	Ferney Coumbe	20 00		
30 17	Fort Simpson (from 1st Oct, 1885)	10 00		
30 83	Gabriola Island	20 00		
18 72	Glenora	20 00		
5 75	Grand Prairie (from 1st Dec., 1885)	6 66		
750 02	Granville	145 00		
	Grouse Creek (closed; arrears of salary)	3 33		
36 50	Hall's Prairie	24 60		
83 11	Harrison River	27 50		
56 64	Harvey Creek	23 00		
158 24	Hope	100 00		
36 51	Johnson's Landing	20 00		



**A, IN REPORT No. 3, F.—Detail of Revenue, Salaries and Allowances, in British Columbia, within the Year ended 30th June, 1886.**

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
1,258 63	Kamloops .....	350 00	110 00	
22 75	Keithly Creek .....	20 00		
92 71	Kootenay .....	55 00		
97 62	Lac La Hache .....	40 00		
410 89	Ladner's Landing .....	140 00		
127 23	Langley .....	60 00		
29 74	Langley Prairie.....	20 00		
134 48	Lillooet .....	60 00		
68 66	Lower Nicola.....	20 00		
46 32	Lulu Island.....	20 00		
317 92	Lytton.....	300 00		
162 13	Maple Bay.....	92 50		
83 42	Maple Ridge.....	80 00		
128 12	Matsqui .....	60 00		
43 46	Metchosin .....	20 00		
230 35	Moodyville .....	142 50		
72 41	Mount Lehman.....	23 00		
31 42	Mud Bay.....	20 00		
1,865 12	Nanaimo.....	560 00		
5,331 54	New Westminster.....	1,600 00	500 00	
256 71	Nicola Lake.....	80 00		
51 12	North Arm.....	20 00		
74 90	North Saanich .....	35 00		
87 81	Okanagon .....	40 00		
81 20	Okanagon Mission .....	40 00		
110 00	150 Mile House .....	60 00		
54 94	Osoyoos .....	35 00		
30 09	Pavilion.....	20 00		
62 35	Plumper Pass.....	24 00		
192 82	Port Hammond.....	20 00		
64 60	Port Haney.....	42 50		
306 10	Port Moody .....	85 00		
96 60	Priest's Valley.....	20 00		
41 55	Quadra.....	22 00		
173 32	Quamichan .....	20 00		
243 80	Quesnelle.....	154 50		
27 00	Quesnelle Forks .....	20 00		
104 09	Quilchena.....	20 00		
37 02	Riverside.....	24 00		
227 53	Salt Spring Island .....	30 00		
324 99	Savona's Ferry.....	125 00		
14 01	Sea Island (from 1st Oct., 1885).....	8 33		
48 33	Shuswap .....	20 00		
23 00	Skeena.....	23 00		
146 38	Soda Creek .....	80 00		
70 52	Somenos .....	23 00		
47 65	Sooke .....	50 50		
359 87	Spence's Bridge (*including arrears).....	240 00	20 00	*56 66

A, IN REPORT NO. 3, F—Detail of Revenue, Salaries and Allowances in British Columbia, within the Year ended 30th June, 1886.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission on percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
251 28	Spillamacheen.....	60 00	.....	.....
155 62	Sumas.. .....	67 50	.....	.....
39 13	Upper Sumas . . . . .	20 00	.....	.....
78 75	Van Winkle .....	60 00	.....	.....
22,352 56	Victoria (salaries and expenses entered elsewhere)	.....	.....	.....
362 83	Wellington.....	142 50	.....	.....
41 34	Whonnock.....	13 33	.....	.....
944 45	Yale.....	720 00	.....	92 50
\$45,076 71½	Totals.....	†\$8,490 62	\$710 00	\$209 16

† N.B.—Of this the amount of \$7,963.50 was paid from Revenue collections and \$527.12 from Parliamentary Appropriation. The latter has been brought to account at page 173, part ii.

A. CAMPBELL,  
Postmaster-General.

H. A. WICKSTEED,  
Accountant.

PROVINCE OF PRINCE EDWARD ISLAND.

A, IN REPORT No. 3, G.

DETAIL of all payments made for Salaries, &c., in Prince Edward Island ; showing in each case, the name of the person, the service or duty performed, and the amount paid within the Year ended 30th June, 1886.

Name.	Service.	Salary.	Night Duty and Mileage.	Total of Classes.	Grand Total.
CHARLOTTETOWN POST OFFICE.					
F. de St. O. Brecken.....	Assistant Inspector and Postmaster .....	2,000 00		2,000 00	
W. Harris.....	2nd Class Clerk.....	1,062 50		1,062 50	
J. A. LAWSON.....	do	800 00			
N. White.....	do	800 00			
B. Trainor.....	do	800 00			
J. M. Campbell.....	do	680 00			
J. McCarey.....	do	540 00			
D. J. Macdonald.....	do	520 00			
J. G. W. Brown.....	do	480 00			
M. W. Murphy.....	do	430 00			
J. N. Robertson.....	do	400 00			
J. Macdonald.....	Probationary .....			5,450 00	
	Temporary Clerk, from 1st February, 1886.....	166 67		166 67	8,679 17
	Total, Charlottetown Post Office.....				
RAILWAY MAIL SERVICE.					
O. R. Crabbe.....	2nd Class Railway Mail Clerk.....	800 00	130 70		
T. W. Hazard.....	do	640 00	133 20		
		1,440 00	263 90	1,703 90	
	Total, Railway Mail Service.....				1,703 90
	Balance of salaries remitted by cheque to Postmasters other than above, being the excess of their salaries over the amount of revenue collected by them (see total of following statement).....				
	Total.....				207 77
					\$10,590 84

H. A. WICKSTEED, Accountant.

A. CAMPBELL, Postmaster-General.



## A. IN REPORT No. 3, G.

DETAIL of Salaries; Allowances for Forward Duty; Allowances in aid of Rent, Fuel and Light, and of Revenue collected at the several Post Offices in Prince Edward Island, within the Year ended 30th June, 1886.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
43 12	Abram's Village.....	20 00		
24 35	Albany.....	12 00		
828 88	Alberton.....	320 00	20 00	40 00
20 53	Alexandra.....	11 50		
27 69	Alma.....	13 50		
5 13	Argyle Shore.....	10 00		
12 02	Armadale.....	10 00		
33 40	Augustine Cove.....	16 00		
17 06	Baldwin's Road.....	10 00		
10 33	Bangor.....	10 00		
20 84	Bay Fortune.....	12 00		
25 34	Bayview.....	16 00		
51 20	Beach Point.....	18 00		
44 54	Bear River.....	16 00		
20 75	Beaton's Mills.....	10 00		
140 10	Bedeque.....	60 00	16 00	
165 30	Belfast.....	60 00		
45 13	Belle Creek.....	16 00		
12 78	Big Marsh.....	10 00		
85 09	Bloomfield.....	36 00		
17 47	Bloomfield Station (from 1st Oct., 1885).....	5 00		
6 50	Blooming Point.....	10 00		
86 31	Bonshaw.....	33 00	16 00	
19 10	Bothwell.....	16 00		
19 52	Brackley Point.....	12 00		
4 80	Brackley Point Road.....	10 00		
21 75	Brae.....	14 00		
83 03	Brae Station.....	32 00		
24 33	Brooklyn.....	14 00		
20 17	Brown's Creek.....	12 50		
19 57	Burlington.....	14 00		
14 00	Byrne's Road.....	10 50		
3 46	Cable Head.....	10 00		
44 72	Caledonia.....	24 00		
14 44	Cape Egmont.....	10 00		
26 10	Cape Traverse.....	14 50		
57 85	Cape Wolfe.....	24 00		
326 33	Cardigan Bridge.....	115 00	16 00	
45 00	Cardigan Road.....	16 00		
29 50	Carleton.....	20 00		
40 69	Cavendish.....	20 00		
28 05	Cavendish Road.....	12 00		
55 68	Central Bedeque.....	14 00		
10,178 25	Charlottetown (salaries and expenses entered elsewhere).....			
3 30	Chepstow.....	10 00		
14 90	Cherry Grove.....	10 00		
83 46	Cherry Valley.....	24 00		
7 21	China Point (from 1st July, 1885).....	7 50		
7 46	Clear Springs.....	10 00		

# A, IN REPORT No. 3, G.—Detail of Revenue, Salaries and Allowances in Prince Edward Island, within the Year ended 30th June, 1886.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
7 03	Olermont .....	10 00		
29 83	Clinton .....	11 50		
13 02	Olyde River Station .....	10 00		
71 50	Commercial Cross .....	24 00		
69 90	Conway Station .....	10 50		
55 65	Cornwall .....	24 00		
6 43	Corrville .....	10 00		
94 67	County Line .....	61 00	20 00	
10 71	Covehead Road .....	10 00		
120 17	Crapaud .....	70 00	16 00	
32 14	Darlington .....	12 00	20 00	
23 18	Darnley .....	16 00		
35 59	De Sable .....	16 00		
12 10	Dromore .....	10 00		
121 20	Dundas .....	46 00		
10 32	East Baltic .....	10 00		
22 06	East Point .....	12 00		
22 62	Edmont Bay .....	12 00		
18 78	Elliott's Mills .....	12 00		
9 00	Elliot Vale .....	10 00		
11 62	Elmira .....	10 00		
58 62	Elmsdale .....	30 00		
10 56	Emyvale .....	10 00		
35 60	Fairfield .....	16 00		
13 05	Farmington .....	10 00		
23 09	Fifteen Point .....	16 00		
32 74	Fitzgerald Station .....	13 00		
56 01	Flat River .....	20 00		
19 58	Forest Hill .....	12 00		
16 67	Fort Augustus .....	10 00		
12 25	Fredericton Station .....	12 00		
8 13	Freeland (from 1st Jan., 1886) .....	2 50		
102 72	Freetown .....	32 00		
80 69	French River .....	24 00		
8 85	French Village .....	10 00		
21 00	Garfield .....	12 00		
25 50	Gaspereaux .....	16 00		
670 74	Georgetown .....	398 50	100 00	40 00
31 16	Glencorradale .....	10 50		
11 21	Glen Fanning .....	10 00		
13 32	Glen William .....	10 00		
6 48	Goose River .....	10 00		
38 54	Graham's Road .....	16 00		
28 49	Grand Tracadie .....	12 00		
14 99	Grandview (3 Quarters) .....	7 50		
57 30	Granville .....	20 00		
22 62	Greenwich .....	10 00		
31 52	Hamilton .....	16 00		
32 00	Hampton (*including arrears) .....	*14 50		
10 03	Harrington .....	10 00		
9 99	Hartsville .....	10 00		



**A, IN REPORT NO. 3, G.—Detail of Revenue, Salaries and Allowances in Prince Edward Island, within the Year ended 30th June, 1886.**

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
17 00	Hazel Green .....	10 00		
16 68	Hazel Grove .....	10 00		
13 72	Head of Cardigan .....	10 00		
22 00	Head of Hillsborough .....	10 00		
353 65	Head of St. Peter's Bay .....	105 00	60 00	
13 11	Hermanville, late Lot 45 .....	10 00		
27 92	Higgins' Road .....	12 00		
152 30	Holmes' Mills .....	60 00	40 00	
15 93	Hopefield (from 1st July, 1885) .....	7 50		
7 94	Hope River .....	10 00		
177 00	Hunter's River .....	60 00	80 00	
27 78	Indian River .....	14 00		
14 20	Inverness .....	10 00		
12 08	Iris (from 1st Oct., 1885) .....	5 00		
7 25	Johnston's River .....	10 00		
38 20	Kelly's Cross .....	13 00		
448 99	Kensington (late Barrett's Cross) .....	175 00	80 00	
30 20	Kildare .....	14 50		
27 73	Kildare Capes .....	10 00		
11 77	Kildare Station .....	10 00		
24 03	Kingsborough .....	14 00		
62 56	Kinross .....	21 00		
42 68	Lakeville .....	10 00		
4 50	Lake Verd (from 1st Jan., 1886) .....	2 50		
17 69	Launching Place .....	12 00		
11 97	Little Harbor .....	10 00		
37 46	Little Pierre Jacques .....	10 00		
43 58	Little Sands .....	20 00		
9 23	Little Tignish .....	10 00		
32 63	Little York .....	10 50	20 00	
25 35	Long Creek .....	12 00		
31 49	Long River .....	12 00		
10 25	Lot 1 .....	10 00		
109 37	Lot 4 .....	48 00		
18 00	Lot 6 .....	11 50		
29 07	Lot 8 .....	16 00		
38 93	Lot 10 .....	16 00		
63 12	Lot 11 .....	30 50		
189 68	Lot 12 .....	60 00		
34 77	Lot 14 .....	16 00		
20 60	Lot 16 .....	12 00		
10 63	Lot 30 .....	10 00		
14 13	Lot 35 .....	10 00		
63 82	Lot 56 .....	24 00		
30 04	Lot 67 .....	14 50		
28 37	Lower Freetown .....	12 00		
39 01	Lower Montague .....	16 00		
25 59	McDougall .....	16 00		
50 09	Maddock .....	13 00		
74 33	Margate .....	30 00		
16 66	Marie Bridge .....	14 00		
14 70	Marshfield .....	10 00		



# A, IN REPORT No. 3, G.—Detail of Revenue, Salaries and Allowances in Prince Edward Island, within the Year ended 30th June, 1886.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
7 92	Mermaid Farm.....	10 00		
21 06	Middleton.....	12 00		
20 41	Midgell.....	11 50		
10 85	Milburn.....	10 00		
21 12	Mill Cove.....	10 00		
56 46	Mill River.....	17 50		
28 75	Milltown Cross.....	10 00		
52 05	Millview.....	24 00		
20 62	Milton Station.....	12 00		
80 19	Miminigash.....	24 00		
7 65	Mink River Road (from 1st Oct., 1885).....	5 00		
125 99	Miscouche.....	50 00	20 00	
17 51	Monaghan.....	10 50		
664 95	Montague Bridge.....	250 00	100 00	
38 56	Montague Cross.....	16 00		
30 24	Montrose.....	12 00		
121 51	Morell.....	50 00		
8 06	Morell Rear.....	10 00		
134 62	Morell Station.....	15 00	20 00	
19 19	Mount Albion.....	10 00		
27 07	Mount Pleasant.....	12 00		
278 63	Mount Stewart.....	100 00	16 00	
15 69	Muddy Creek.....	10 00		
62 35	Murray Harbor, North.....	30 00		
18 80	Murray Harbor Road.....	12 00		
240 07	Murray Harbor, South.....	80 00	4 00	
81 42	Murray River.....	47 50		
4 67	Nail Pond.....	10 00		
25 00	Narrow Creek.....	12 00		
16 73	New Annan.....	10 00		
13 68	New Argyle.....	10 00		
91 82	New Glasgow.....	40 00		
39 02	New Haven.....	19 00		
76 49	New London.....	36 00		
86 84	New Perth.....	32 00		
40 95	Newport.....	15 00	12 00	
4 37	Newton.....	10 00		
12 44	Newton Cross.....	10 00		
61 58	New Wiltshire.....	16 00		
25 55	New Zealand.....	10 50		
22 89	Nine Mile Creek.....	10 00		
25 33	Norborough.....	10 00		
102 01	Northam.....	26 00		
25 44	North Bedeque.....	13 00		
20 72	North Carleton.....	10 00		
26 53	North Lake.....	16 00		
16 42	North Milton.....	10 00		
60 25	North River.....	18 00		
77 66	North Rustico.....	40 00		
45 54	North Tryon.....	24 00		
16 87	O'Leary Road.....	12 00		
169 13	O'Leary Station.....	60 00		
76 75	Orwell (*including arrears).....	30 00	*41 00	
28 43	Orwell Cove.....	16 00		
40 01	Oyster Bed Bridge.....	20 00		

# A, IN REPORT No. 3, G.—Detail of Revenue, Salaries and Allowances in Prince Edward Island, within the Year ended 30th June, 1886.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
17 70	Palmer Road.....	12 00		
30 30	Park Corner.....	12 00		
49 15	Peake Station.....	16 00		
24 77	Peter's Road.....	12 00		
5 94	Peterville.....	10 00		
39 99	Pinette.....	16 00		
10 26	Pinsville.....	10 00		
5 41	Pisquid.....	10 00		
10 84	Pisquid Road.....	10 00		
6 51	Pleasant Grove.....	10 00		
28 28	Point Prim.....	10 50		
133 59	Port Hill.....	52 00		
74 24	Pownal.....	49 00		
27 07	Priest Pond.....	12 00		
154 79	Princetown.....	56 00		
15 59	Princetown Road.....	10 00		
9 11	Red House.....	10 00		
38 60	Red Point.....	16 00		
4 99	Riverdale (from 1st Oct., 1885).....	5 00		
11 43	Rock Barra.....	10 00		
5 01	Rocky Point.....	10 00		
23 50	Rollo Bay.....	11 00		
14 81	Rollo Bay Cross.....	12 00		
14 82	Rona.....	12 00		
29 99	Rose Valley.....	12 00		
53 75	Rustico.....	16 00		
4 50	Rusticoville (from 1st Jan., 1886).....	2 50		
9 06	St. Andrew's.....	10 00		
15 91	St. Ann's.....	10 00		
103 18	St. Eleanor's.....	48 00		
33 92	St. Margaret's.....	12 00		
18 00	St. Mary's Road.....	10 00		
12 95	Sailor's Hope.....	10 00		
4 89	Scotchfort.....	10 00		
10 14	Sea Cow Head.....	10 00		
10 03	Sea Cow Pond.....	10 00		
45 04	Searletown.....	20 00		
31 01	Selkirk Road.....	10 00		
15 29	Shamrock (*including arrears).....	*11 26		
18 49	Skinner's Pond.....	10 00		
25 10	Somerset.....	12 00		
986 76	Souris, East.....	355 00	80 00	40 00
58 02	Souris, West.....	24 00		
14 37	South Lake.....	10 00		
79 88	South Port.....	40 00		
16 60	South West, Lot 16.....	12 00		
11 94	South Wiltshire.....	10 00		
37 60	Springfield.....	16 00		
41 50	Stanhope.....	14 00		
164 57	Stanley Bridge.....	56 00		
28 87	Sturgeon.....	16 00		
12 57	Suffolk Station.....	10 00		
2,974 97	Summerside.....	860 00	120 00	160 00
19 68	Summersville.....	12 00		

A, IN REPORT NO. 3, G.—Detail of Revenue, Salaries and Allowances in  
Prince Edward Island, within the Year ended 30th June, 1886.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
3 57	Ten-Mile House.....	10 00		
593 17	Tignish.....	205 00	16 00	
31 32	Tracadie Cross Roads.....	12 00		
17 93	Traveller's Rest.....	10 00		
149 61	Tryon.....	47 50	16 00	
140 86	Tyne Valley.....	60 00		
7 42	Union Road.....	10 00		
27 47	Valleyfield.....	16 00		
566 07	Vernon River.....	120 00	100 00	
76 50	Vernon River Bridge.....	24 00		
247 55	Victoria.....	70 00		
48 39	Victoria Cross.....	16 00		
21 94	Waterford (late Horse Head).....	10 00		
30 03	Webster's Corner.....	12 00		
8 74	Wellington (*2 Quarters; discontinued).....	12 00	*5 00	
98 21	Wellington Station (*including arrears).....	32 50	*15 00	
50 38	West Cape.....	20 00		
21 99	Western Cove Head.....	12 00		
17 96	Western Road.....	10 00		
9 81	West Newton.....	10 00		
53 10	West Point.....	17 00		
8 99	West St. Peter's.....	10 00		
58 11	Wheatly River.....	30 00		
18 04	Whim Road Cross.....	16 00		
25 02	White Sands.....	14 00		
11 87	Wilmot Valley.....	10 00		
4 38	Winsloe Road.....	10 00		
79 26	Wood Island.....	40 00		
\$29,443 58	.....Totals.....	†\$7,842 76	\$1,069 00	\$280 00

†N.B.—Of this, the amount of \$7,634.99 was paid from Revenue collections, and \$207.77 from Parliamentary appropriation. The latter has been brought to account at page 177, part ii.

A. CAMPBELL,  
Postmaster-General.

H. A. WICKSTEED,  
Accountant.



## PROVINCE OF ONTARIO.

(D, IN REPORT No. 3, A.)

DETAIL of all payments for Commission on Sale of Postage Stamps, &c., by  
Stamp Vendors, in Ontario, made within the Year ended, 30th June,  
1886.

Name of Post Office.	Amount.	Name of Post Office.	Amount.
	\$ cts.		\$ cts.
Allison.....	13 80	<i>Brought forward</i> .....	7,788 63
Amherstburg.....	6 75	Mitchell.....	58 80
Arnprior.....	35 45	Morrisburg.....	29 46
Aurora.....	1 95	Mount Forest.....	2 40
Barrie.....	194 98	Napanee.....	87 30
Beaverton.....	16 20	Newmarket.....	34 50
Belleville.....	406 35	Norwood.....	4 05
Berlin.....	121 45	Orangeville.....	68 97
Bothwell.....	33 30	Orillia.....	13 37
Bowmanville.....	97 20	Oshawa.....	163 01
Brampton.....	63 00	Ottawa.....	982 95
Brantford.....	629 31	Owen Sound.....	66 00
Brockville.....	211 65	Paisley.....	37 05
Brussels.....	55 05	Paris.....	39 00
Campbellford.....	30 90	Parkdale.....	0 45
Cannington.....	45 00	Park Hill.....	46 35
Chatham.....	374 37	Pembroke.....	71 25
Chesley.....	33 00	Penetanguishene.....	20 41
Clinton.....	12 00	Perth.....	31 20
Cobourg.....	43 53	Peterboro'.....	167 40
Collingwood.....	104 28	Picton.....	48 60
Cornwall.....	187 92	Port Arthur.....	86 40
Deseronto.....	58 80	Port Dover.....	15 60
Drayton.....	6 75	Port Elgin.....	18 15
Dundas.....	39 75	Port Hope.....	101 55
Dunville.....	4 44	Port Perry.....	86 55
Exeter.....	24 75	Pre cott.....	34 35
Fergus.....	58 20	Renfrew.....	22 80
Galt.....	95 55	St. Catharine's.....	383 44
Georganoque.....	54 84	St. Mary's.....	120 30
Georgetown.....	47 55	St. Thomas.....	412 08
Goderich.....	48 34	Sarnia.....	111 75
Guelph.....	239 40	Safartha.....	8 25
Hamilton.....	1,872 00	Simcoe.....	22 80
Hanover.....	39 30	Stratford.....	237 75
Harrison.....	41 40	St. Cathary.....	86 28
Hawkesbury.....	2 08	Tilsonburg.....	45 85
Hespeler.....	6 30	Toronto.....	7,257 18
Ingersoll.....	241 05	Trinton.....	61 70
Iroquois.....	6 75	Tweed.....	5 25
Kincardine.....	35 61	Uxbridge.....	18 00
Kingston.....	590 31	Wakerton.....	55 45
Lindsay.....	53 13	Walsenburg.....	15 75
Listowel.....	70 79	Welland.....	64 00
London.....	1,285 20	Whitby.....	50 73
Meaford.....	57 55	Windsor.....	238 50
Midland.....	7 20	Wingham.....	33 00
Millbrook.....	18 30	Woodstock.....	290 20
Milton West.....	65 85		
<i>Carried forward</i> .....	7,783 63	<i>Total</i> .....	\$19,644 81

A. CAMPBELL.

Postmaster-General.

H. A. WICKSTEED,

Accountant.

## PROVINCE OF QUEBEC.

(D, IN REPORT No. 3, B.)

DETAIL of all payments for Commission on Sale of Postage Stamps, &c., by Stamp Vendors, in Quebec, made within the Year ended 30th June, 1886.

Name of Post Office.	Amount.	Name of Post Office.	Amount.
	\$ cts.		\$ cts.
Hochelaga.....	5 25	<i>Brought forward</i> .....	7,382 58
Hull.....	4 05	St. Hyacinthe.....	26 70
Lachine.....	39 00	St. John's, East.....	24 60
Montreal.....	6,344 70	Sherbrooke.....	106 95
Point St. Charles.....	2 55	Three Rivers.....	30 23
Quebec.....	987 03	Waterloo, East.....	3 21
<i>Carried forward</i> .....	\$7,382 58	<i>Total</i> .....	\$7,574 27

A. CAMPBELL,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*

## PROVINCE OF NOVA SCOTIA.

(D, IN REPORT No. 3, C.)

DETAIL of all payments for Commission on Sale of Postage Stamps, &c., by Stamp Vendors, in Nova Scotia, made within the Year ended 30th June, 1886.

Name of Post Office.	Amount.	Name of Post Office.	Amount.
	\$ cts.		\$ cts.
Acadia Mines.....	1 65	<i>Brought forward</i> .....	58 42
Amherst.....	2 85	Halifax.....	1,296 96
Antigonishe.....	51 15	Truro.....	26 56
Great Village.....	2 77	Yarmouth.....	33 78
<i>Carried forward</i> .....	\$58 42	<i>Total</i> .....	\$1,415 72

A. CAMPBELL,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*

# PROVINCE OF NEW BRUNSWICK.

(D, IN REPORT No. 3, D.)

DETAIL of all payments for Commission on Sale of Postage Stamps, &c., by Stamp Vendors, in New Brunswick, made within the Year ended 30th June, 1886.

Name of Post Office.	Amount.	Name of Post Office.	Amount.
	\$ cts.		\$ cts.
Chatham .....	48 15	<i>Brought forward</i> .....	380 25
Fredericton.....	265 34	St. John.....	1,083 00
Moncton .....	19 95	Woodstock. ....	69 60
Newcastle .....	46 81		
<i>Carried forward</i> .....	\$380 25	<i>Total</i> .....	\$1,532 85

A. CAMPBELL,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*

# PROVINCE OF MANITOBA, &c.

(D, IN REPORT No. 3, E.)

DETAIL of all payments for Commission on Sale of Postage Stamps, &c., by Stamp Vendors, in Manitoba and the North-West Territories, made within the Year ended 30th June, 1886.

Name of Post Office.	Amount.	Name of Post Office.	Amount.
	\$ cts.		\$ cts.
Brandon.....	173 55	<i>Brought forward</i> .....	199 54
Portage la Prairie.....	4 50	Winnipeg.....	1,436 15
Prince Albert.....	21 49		
<i>Carried forwar</i> .....	\$199 54	<i>Total</i> .....	\$1,635 69

A. CAMPBELL,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*



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 PROVINCE OF BRITISH COLUMBIA.
 

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(D, IN REPORT No. 3, F.)

DETAIL of all payments for Commission on Sale of Postage Stamps, &c., by Stamp Vendors, in British Columbia, made within the Year ended 30th June, 1886.

Name of Post Office.	Amount.
	\$ cts.
Granville.....	12 30
New Westminster.....	80 10
Victoria.....	522 30
Total.....	\$614 70

A. CAMPBELL,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*

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 PROVINCE OF PRINCE EDWARD ISLAND.
 

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(D, IN REPORT No. 3, G.)

DETAIL of all payments for Commission on Sale of Postage Stamps, &c., by Stamp Vendors, in Prince Edward Island, made within the Year ended 30th June, 1886.

Name of Post Office:	Amount.
	\$ cts.
Charlottetown.....	292 65
Total.....	\$292 65

A. CAMPBELL,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*

## PROVINCE OF ONTARIO.

(E, IN REPORT No 3, A.)

DETAIL of all payments for Travelling Expenses, incurred in the Service of the Post Office Department, in Ontario, made within the Year ended 30th June, 1886.

Name.	Service.	mount.
J. Dewe, Chief P.O.I. ....	Travelling expenses, within Ontario.....	\$ cts. 156 75
W. E Bennett, Act. Asst. to Chief P.O.I.....	do do .....	72 00
BARRIE DIVISION.		
D. Spry, P.O.I.....	Travelling expenses.....	527 55
J. Henderson, Asst. P.O.I.	do .....	255 65
W. H. Swan.....	do .....	2 85
KINGSTON DIVISION.		
A. Jones, Asst. P.O.I....	Travelling expenses.....	277 30
P. H. Macarow.....	do .....	22 74
J. C. Strange.....	do as Acting Railway Mail Clerk.....	30 00
LONDON DIVISION.		
R. W. Barker, P.O.I.....	Travelling expenses .....	509 75
C. Fisher, Asst. P.O.I....	do .....	299 53
A. G. McWhinney.....	do .....	4 20
F. Matthews.....	do as Acting Railway Mail Clerk.....	39 40
R. G. Mercer.....	do do do .....	7 95
OTTAWA DIVISION.		
T. P. French, P.O.I.....	Travelling expenses, within Ontario.....	801 90
A. Bolduc, Asst. P.O.I....	do do .....	133 75
E. B. Bates.....	do .....	150 00
P. A. Mainy.....	do .....	33 25
C. Plumb.....	do .....	30 25
J. B. Gillissie.....	do .....	28 25
W. O. Mercer.....	do as Acting Railway Mail Clerk.....	117 00
D. Moloney.....	do do do .....	61 50
A. A. Smith.....	do do do .....	16 50
J. Healey.....	do do do .....	1 50
TORONTO DIVISION.		
M. Sweetnam, P.O.I.....	Travelling expenses... ..	400 06
G. A. Burnham, Asst. P.O.I.....	do .....	292 75
C. H. J. Winstanley.....	do .....	5 75
F. O'C. Higgins.....	do .....	2 00
G. Ross.....	do .....	9 75
T. Dick.....	do as Acting Railway Mail Clerk.....	33 20
Asst. Postmaster, Belle- ville.....	Travelling expenses.....	1 00
Postmaster, Kippewa.....	do .....	2 50
Postmaster, Toronto.....	do .....	27 00
British Mail Clerks.....	Proportion of expenses, whilst in charge of British mails... ..	961 58
Ocean Mail Clerks.....	Proportion of trip allowances, to meet expenses whilst on duty.	3,781 79
Total .....		\$9,096 95

H. A. WICKSTEED,  
Accountant.

A. CAMPBELL,  
Postmaster-General.

# PROVINCE OF QUEBEC.

(E, IN REPORT No. 3, B.)

DETAIL of all payments for Travelling Expenses, incurred in the Service of the Post Office Department, in Quebec, made within the Year ended 30th June, 1886.

Name.	Service.	Amount.
		\$ cts.
J. Dewe, Chief P.O.I.....	Travelling expenses, within Quebec .....	80 40
W. E. Bennett, Acting Assist. to Chief P.O.I.	do do .....	46 95
LeF. A. Maingy .....	do .....	11 50
MONTREAL DIVISION.		
E. F. King, P.O.I. ....	Travelling expenses .....	618 50
D. Nelligan, Asst. P.O.I.	do .....	473 13
N. Renaud do ...	do .....	82 85
F. Briegel .....	do .....	33 00
J. A. Madore .....	do .....	8 00
J. Bayley .....	do .....	7 50
OTTAWA DIVISION.		
T. P. French, P.O.I. ....	Travelling expenses, within Quebec .....	90 44
A. Bolduc, Asst. P.O.I...	do do .....	211 11
QUEBEC DIVISION.		
W. G. Sheppard, P.O.I...	Travelling expenses .....	434 88
J. L. Ancil, Asst. P.O.I.	do .....	334 78
O. Frechette ..	do .....	3 00
J. G. Bourget .....	do as Acting Railway Mail Clerk .....	35 97
J. E. Carrier .....	do do .....	18 57
THREE RIVERS DIVISION.		
G. A. Bourgeois, P.O.I...	Travelling expenses .....	470 81
J. P. Chillas, Asst. P.O.I	do .....	156 10
G. O. Bailey.....	do as Acting Railway Mail Clerk .....	54 50
British Mail Clerks.....	Proportion of expenses, whilst in charge of British mails.....	365 42
Ocean Mail Clerks .....	Proportion of trip allowances, to meet expenses whilst on duty..	1,418 21
Total .....		\$4,955 62

A. CAMPBELL,  
Postmaster-General.

H. A. WICKSTEED,  
Accountant.



# PROVINCE OF NOVA SCOTIA.

(E, IN REPORT No. 3, C.)

DETAIL of all payments for Travelling Expenses incurred in the Service of the Post Office Department, in Nova Scotia, made within the Year ended 30th June, 1886.

Name.	Service.	Amount.
		\$ cts.
J. Dewe, Chief P.O.I....	Travelling expenses, within Nova Scotia.....	29 00
W. E. Bennett, Acting Assistant to Chief P.O.I.	do do .....	28 00
C. J. Macdonald, P.O.I.	do .....	660 50
J. D. Story, Asst. P.O.I.	do .....	489 65
D. Stewart .....	do .....	124 50
E. A. Bent .....	do .....	78 35
W. Kearns .....	do .....	66 60
M. Publicover .....	do .....	9 75
T. E. Davison .....	do .....	62 86
do .....	as Acting Railway Mail Clerk.. ..	27 00
S. J. R. Sircom .....	do .....	23 30
do .....	as Acting Railway Mail Clerk.....	58 50
A. Costley.....	do .....	9 49
do .....	as Acting Railway Mail Clerk .....	27 00
F. P. Bent.....	do .....	19 87
	Total.....	\$1,714 37

H. A. WICKSTEED,  
*Accountant.*

A. CAMPBELL,  
*Postmaster-General.*

# PROVINCE OF NEW BRUNSWICK.

(E, IN REPORT No. 3, D.)

DETAIL of all payments for Travelling Expenses incurred in the Service of the Post Office Department, in New Brunswick, made within the Year ended 30th June, 1886.

Name.	Service.	Amount.
		\$ cts.
J. Dewe, Chief P.O.I.....	Travelling expenses, within New Brunswick.....	112 95
W. E. Bennett, Acting Assistant to Chief P.O.I.	do do .....	33 65
M. Sweetnam, P.O.I., Toronto.....	do do .....	196 55
J. McMillan, P.O.I.....	do .....	565 98
W. C. Whittaker.....	do .....	97 50
	Total.....	\$1,006 63

H. A. WICKSTEED,  
*Accountant.*

A. CAMPBELL,  
*Postmaster-General.*

# PROVINCE OF MANITOBA, &c.

(E, IN REPORT NO. 3, E.)

DETAIL of all payments for Travelling Expenses, incurred in the Service of the Post Office Department, in Manitoba and the North-West Territories, made within the Year ended 30th June, 1886.

Name.	Service.	Amount.
		\$ cts.
J. Dewe, Chief P.O.I.....	Travelling expenses, within Manitoba, &c.....	49 25
W. E. Bennett, Acting Asst. to Chief P.O.I...	do do .....	3 00
W. W. McLeod, P.O.I.....	do .....	461 05
A.W. Cairns, Actg. Asst P.O.I. ....	do .....	371 50
G. A. Hargrave.....	do .....	6 00
	Total .....	\$890 80

A. CAMPBELL,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*

# PROVINCE OF BRITISH COLUMBIA.

(E, IN REPORT NO. 3, F.)

DETAIL of all payments for Travelling Expenses, incurred in the Service of the Post Office Department, in British Columbia, made within the Year ended 30th June, 1886.

Name.	Service.	Amount.
		\$ cts.
E. H. Fletcher, P.O.I....	Travelling expenses.....	768 50
W. H. Dorman.....	do .....	16 00
J. Rooney.....	do .....	10 50
do .....	do as Acting Railway Mail Clerk.....	14 00
	Total .....	\$809 00

A. CAMPBELL,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*

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 PROVINCE OF PRINCE EDWARD ISLAND.
 

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(E, IN REPORT No. 3, G.)

DETAIL of all payments for Travelling Expenses, incurred in the Service of the Post Office Department, in Prince Edward Island, made within the Year ended 30th June, 1886.

Name.	Service.	Amount.
		\$ cts..
J. Dewe, Chief P.O.I. ....	Travelling expenses, within Prince Edward Island.....	18 50
W. E. Bennett, Act. Asst. to Chief P.O.I.....	do do .....	16 25
F. de St. C. Brecken, Asst P.O.I.....	do .....	67 40
N. White.....	do as Acting Railway Mail Clerk.....	20 20
J. McCarey.....	do do .....	7 30
D. J. Macdonald.....	do do .....	57 40
	Total .....	\$187 05

A. CAMPBELL,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*



## PROVINCE OF ONTARIO.

(F, IN REPORT No. 3, A.)

DETAIL of all payments in discharge of Tradesmen's Bills, for articles supplied for the service of the Post Office Department, in Ontario, made within the Year ended 30th June, 1886.

Name.	Particulars.	Amount.
		\$ cts.
B. A. Bank Note Co.....	Engraving and printing postage stamps, post cards, &c., for the Post Office Department, in Ontario.....	32,821 25
Pritchard & Mingard.....	Office stamps and seals, &c., for the P.O. Department, in Ontario.....	2,344 93
Maynard, Harris & Co....	Letter Carriers' uniform materials do do .....	2,173 22
Rosamond Woollen Co....	do do do do .....	570 65
W. Bradley .....	do do do do .....	43 36
R. J. Devlin .....	do cap and moccasins do do .....	6 50
R. S. Montgomery .....	do waist belt do do .....	0 75
S. & H. Boibridge.....	Patent postage stamp box locks do do .....	420 30
W. Truman .....	Postage stamp boxes do do .....	185 59
C. Wilson & Co.....	Office scales and weights do do .....	32 00
J. Fyfe .....	do do do do .....	9 00
G. K. Cooke & Co .....	Numbering machine do do .....	30 30
International Tent and Awning Co.....	Dominion ensigns do do .....	158 50
G. Samson .....	Repairing postage stamp boxes do do .....	15 00
Blyth & Kerr .....	Thermometer, lettering tin box, &c. do do .....	7 45
A. J. Routh .....	Office clock key do do .....	0 30
J. Wilson & Co. ....	Framing photographs for Colonial Exhibition .....	15 50
P. C. Auclair.....	Specimen Letter Carriers' uniform for Colonial Exhibition.....	8 00
Harris & Campbell.....	Packing-cases for Colonial Exhibition.....	5 00
A. J. Henderson .....	Caligraph type-writing machine and materials for Chief P.O.I....	113 09
Blyth & Kerr .....	Tin labels for postal car boxes, for Chief P.O.I. ....	2 50
W. H. Freeman .....	Repairing office furniture for P.O.I., Barrie .....	6 40
R. E. Fletcher.....	Carpenter's work do .....	6 25
J. Henderson .....	Hardware do .....	8 07
Barr & Henry .....	Mail bag catchers do .....	4 50
P. F. Ewan .....	Towels do .....	2 00
L. S. & C. L. Sanders...	Repairing clock do .....	1 50
P. J. Moore.....	Cover for mail bag catching post do .....	1 25
Orton Bros. ....	Spittoon do .....	0 60
G. Monkman .....	Disinfectants do .....	0 50
R. Waldron .....	Carpets, matting, &c, for P.O.I., Kingston.....	33 50
S. Jenkins .....	Carpenter's work do .....	30 92
A. Davidson.....	do do .....	9 80
J. Jamieson .....	Repairing street letter-boxes do .....	25 00
W. Flynn .....	Tinsmith's work do .....	17 55
J. Reid .....	Office furniture do .....	7 75
Hart & Co. ....	Office scales do .....	6 00
T. Savage & Sons .....	Glazier's work do .....	5 25
J. S. Henderson .....	Soap do .....	3 00
R. & J. Gardiner .....	do do .....	1 63
Schlicht & Field .....	Patent paper file do .....	2 25
Kenyon, Tingley & Stewart Manufacturing Co.	Hand stamp do .....	1 25
J. Muckleston & Co.....	Hardware do .....	0 95
B. Bailey & Co. ....	Whisks do .....	1 00
L. B. Spencer .....	Street letter-box keys do .....	0 60
G. King .....	Spirit lamp do .....	0 60
McKelvey & Birch .....	Cutting rubber stamping pad do .....	0 50
J. Cunningham .....	Repairing dating stamp do .....	0 25
Stevens, Turner & Burns.	Street letter-boxes for P.O.I., London .....	400 00
Greer & Wigmore .....	Painter's work do .....	21 50
C. Anundson .....	Cleaning and relaying carpets, &c., for P.O.I., London...	16 90
Steinhoff & Seabrook.....	Repairing office clock do .....	1 50
W. G. McKenna .....	Watering-can and brooms do .....	1 42
Blyth & Kerr .....	Mail Clerks' tin boxes, stamping pads, &c., for P.O.I., Ottawa...	179 75

(F, IN REPORT NO. 3, A.)—Detail of all payments in discharge of Tradesmen's Bills, for articles supplied for the Service of the Post Office Department, in Ontario, made within the Year ended 30th June, 1886.

Name.	Particulars.	Amount.
		\$ cts.
H. Onimet.....	Putting up double windows, &c., for P.O., Ottawa.....	18 50
J. Erratt.....	Office table do.....	3 50
Canada Atlantic Ry. Co.	To pay for repairing mail truck do.....	2 13
C. O. Dacier.....	Glue and turpentine do.....	1 45
J. H. Bartlett.....	Repairing clock do.....	0 75
Cyclostyle Co.....	Cyclostyle duplicating apparatus for P.O.I., Toronto.....	12 00
T. Thompson.....	Office chair cushions do.....	10 00
W. H. Sparrow.....	Repairing Mail Clerks' boxes, &c., for P.O.I., Toronto.....	7 25
J. Shields & Co.....	Brooms, soap and matches do.....	6 80
C. Rogers & Son.....	Repairing office chair, and cushion do.....	4 50
W. & D. Diaeen.....	Sample Ry. Mail Clerk's cap and badges do.....	3 25
H. Williams.....	Cleaning and relaying carpet do.....	3 00
Grand Trunk Ry. Co.....	Sockets for mail bag catchers do.....	2 50
W. B. Rogers & Co.....	Repairing office furniture do.....	0 50
Blyth & Kerr.....	Rubber stamping pad for P.O., Arnprior.....	3 50
J. Higman.....	Plumber's work for P.O., Belleville.....	38 75
W. Alford.....	Carpenter's work do.....	33 15
H. Walker.....	Brushes, soap, &c. do.....	7 75
Wallbridge & Clarke.....	Brooms, whisks, &c. do.....	5 13
A. N. Reid & Co.....	Bedding and towels do.....	4 80
A. L. Green.....	Soap do.....	2 50
J. Lewis.....	Hardware do.....	1 30
F. D. Ford.....	Locksmith's work do.....	0 20
A. Fuchs.....	Office clock for P.O., Berlin.....	15 00
J. Firsdon.....	Putting in gas metre do.....	10 30
J. B. Fellman.....	Window shades do.....	5 90
J. Comer.....	Repairing street letter boxes do.....	3 75
J. Kidder.....	Lettering bag rack do.....	1 50
J. Y. Morton.....	Hardware for P.O., Brantford.....	7 34
A. Watts & Co.....	Brooms and soap do.....	5 79
W. H. Masterson.....	Plumber's work do.....	2 19
G. G. Powell.....	Carpenter's work for P.O., Chatham.....	5 59
R. L. Holden.....	Painter's work do.....	5 10
J. McCann.....	Putting up street letter boxes do.....	2 75
Henderson & Bro.....	Putting up newspaper rack for P.O., Cobourg.....	2 25
L. A. Ross.....	Carpenter's work for P.O., Cornwall.....	17 00
F. Laltura.....	Painting street letter boxes do.....	2 00
Prichard & Mingard.....	Rubber pay stamp for P.O., Essex Centre.....	1 00
E. Keating.....	Putting up street letter boxes for P.O., Gananoque.....	2 25
W. Sunley.....	Coal stove for P.O., Guelph.....	25 00
A. Bruce & Son.....	Carpenter's work do.....	12 04
R. H. Barber.....	Repairing street letter boxes do.....	7 00
J. S. Moffatt.....	Glazier's work do.....	3 00
J. Hooper.....	Putting up street letter boxes do.....	1 00
J. Calder & Co.....	Making Letter Carriers' uniforms for P.O., Hamilton.....	392 50
W. Cannon.....	do do.....	42 50
J. L. Lightfoot.....	Letter Carriers' boots do.....	227 24
J. Mills & Son.....	do fur caps do.....	24 50
R. S. Montgomery.....	do waist belts do.....	2 25
Leitch & Turnbull.....	Repairing street letter boxes, &c. do.....	45 67
H. Harding.....	Plumber's work, &c. do.....	16 45
J. Wallace & Son.....	Fin Smith's work do.....	9 88
J. Garland.....	Glazier's work do.....	3 55
H. Jarvis & Co.....	Tarpaulins for transferring mails at Hamilton Station..	13 00
L. Se field.....	Putting up street letter box for P.O., Ingersoll.....	0 30
S. & H. Borbridge.....	Letter Carriers' boots for P.O., Kingston.....	29 75
R. J. Devlin.....	do fur caps do.....	9 50
J. G. Batow.....	Plumber's work, &c. do.....	12 36
T. Savage & Sons.....	Glazier's work, &c. do.....	10 85
J. Macklestone & Co.....	Hardware, &c. do.....	7 15
R. M. Honey.....	Coal oil stove and oil can do.....	5 75
S. Jenkins.....	Carpenter's work do.....	5 11



(F, IN REPORT No. 3, A.)—Detail of all payments in discharge of Tradesmen's Bills, for articles supplied for the Service of the Post Office Department, in Ontario, made within the Year ended 30th June, 1886.

Name.	Particulars.	Amount.
		\$ cts.
A. Davidson.....	Carpenter's work for P. O., Kingston.....	3 75
J. S. Henderson .....	Brooms, soap and matches do .....	8 13
R. Waldron .....	Towelling do .....	3 10
W. M. Drennan.....	Repairing office chair do .....	2 75
L. B. Spencer.....	Locksmith's work do .....	2 50
J. G. King.....	Thermometer do .....	1 50
Blyth & Kerr.....	Brushes for cleaning stamp do .....	1 50
Pritchard & Mingard.....	Rubber pay stamp do .....	1 00
J. Cunningham.....	Repairing dating stamp do .....	1 00
W. Flynn.....	Tinsmith's work do .....	0 60
G. Ingle & Co.....	Putting up street letter boxes at Lindsay.....	15 75
R. Boyd & Son .....	Making Letter Carriers' uniforms for P.O., London.....	434 75
P. Cook.....	Letter Carriers' boots do .....	243 00
Powell, Allen & Brickenden .....	do caps do .....	12 75
R. S. Montgomery.....	do waist belts do .....	1 50
Greer & Wigmore .....	Painter's and Glazier's work do .....	70 05
J. Christie.....	Carpenter's work do .....	48 85
J. Moole.....	Sorting baskets and matches do .....	7 60
W. A. Brock.....	Repairing dating stamp, &c. do .....	6 00
E. Chanteloup.....	Stamping machine rollers do .....	4 80
T. Churcher.....	Soap do .....	4 00
J. R. Gurd.....	Brooms do .....	3 25
J. Cowan & Co.....	Hardware do .....	2 30
J. Callard.....	Sponges do .....	1 50
C. Ansdson.....	Repairing office furniture do .....	1 45
B. A. Mitchell.....	Turpentine, corks, &c. do .....	0 98
E. A. Taylor.....	Copying brush do .....	0 60
Prichard & Mingard.....	Rubber pay stamp for P.O., Niagara Falls.....	1 00
R. A. Irwin.....	Putting up letter box at Orangeville .....	2 00
Prichard & Mingard.....	Rubber pay stamp for P.O., Orangeville.....	1 00
P. C. Auclair.....	Making Letter Carriers' uniforms for P.O., Ottawa.....	434 13
S. & H. Borbridge.....	Letter Carriers' boots do .....	102 00
R. J. Devlin.....	do caps and moccasins do .....	9 50
R. S. Montgomery.....	do waist belts do .....	1 50
J. H. Bartlett.....	Attendance on clocks do .....	60 00
J. Erratt.....	Wire and wool mats do .....	41 00
J. R. Esmonde.....	Water cooler do .....	12 00
J. Cormeau.....	Removing double windows, &c. do .....	10 00
K. D. Graham.....	Soap, chamois, sponges, &c. do .....	7 25
J. Shepherd.....	Glazier's work do .....	7 00
J. Wilson & Co.....	Panel locking glass do .....	6 00
Bate & Co.....	Feather dusters, brooms, &c. do .....	6 58
H. G. Roche.....	Plumber's work do .....	4 80
D. Gardiner & Co.....	Tarlatan, &c. do .....	4 32
W. Reardon.....	Brooms do .....	3 00
C. S. Shaw & Co.....	Soap dish and spittoons do .....	2 50
T. Birkett.....	Window sash cord do .....	1 15
J. Park.....	Putting up street letter boxes at Owen Sound.....	3 00
Prichard & Mingard.....	Rubber pay stamp for P.O., Paris.....	1 00
do .....	do P.O., Pembroke .....	2 00
do .....	do P.O., Petrolea .....	1 00
Blyth & Kerr.....	Rubber stamping cushion for P.O., Port Arthur.....	3 00
Pritchard & Mingard.....	do pay stamp for P.O., St. Mary's.....	1 00
Pavey Bros.....	Mail truck for P.O., St. Thomas.....	30 00
S. M. Bancroft.....	Putting up street letter boxes for P.O., St. Thomas.....	1 00
Pritchard & Mingard.....	Rubber pay stamp for P.O., Sarnia .....	1 00
do .....	do P.O., Seaforth .....	1 00
do .....	do P.O., Tilsonburg .....	1 00
C. Martin & Co.....	Making Letter Carriers' uniforms for P.O., Toronto .....	591 00
Petley & Petley.....	do do .....	44 00
R. Birmingham.....	Letter Carriers' boots do .....	625 50
J. & J. Lugsdin.....	do caps do .....	95 75



(F, IN REPORT NO. 3, A.)—Detail of all payments in discharge of Tradesmen's Bills, for articles supplied for the Service of the Post Office Department, in Ontario, made within the Year ended 30th June, 1886.

Name.	Particulars.	Amount.
		\$ cts.
S. & H. Borbridge .....	Letter Carriers' waist belts for P. O., Toronto.....	33 75
R. S. Montgomery .....	do do do .....	15 75
T. Pells .....	Carpenter's work do .....	738 44
J. & E. H. Roberts .....	Locksmith's work do .....	417 70
McGuire & Bird.....	Plumber's work do .....	221 10
T. Thompson.....	Repairing inside leather cases for street letter boxes, Toronto ...	154 10
J. E. Ellis & Co.....	Attendance on clocks for P.O., Toronto .....	100 00
J. Diel .....	Painter's and Glazier's work do .....	74 40
J. Dixon .....	Mail truck do .....	50 00
E. & C. Gurney & Co .....	Iron street letter boxes do .....	39 00
N. L. Piper & Son.....	Letter trays, brushes, oil, &c. do .....	39 30
E. Chanteloup .....	Felt stamp rollers do .....	7 20
Canadian Rubber Co.....	Boiler packing, &c. do .....	3 05
Kenyon, Tingley & Stewart Mfg. Co.....	Rubber stamp and repairs do .....	2 75
E. Lockington.....	Office stool and repairs do .....	2 00
J. Stewart .....	Repairing office chair do .....	1 75
Pritchard & Mingard .....	Rubber pay stamp for P.O., Toronto, East.....	1 00
do .....	do P.O., Trenton.....	1 00
W. A. McDougall.....	Putting up street letter box at Wallaceburg.....	0 50
C. Young.....	Plumber's and Gasfitter's work for P.O., Windsor .....	39 87
E. Marcetelle.....	Locksmith's work do .....	31 25
D. Langlois.....	Brooms, matches, soap, &c. do .....	15 75
J. Nelson.....	Revolver and cartridges do .....	15 75
Drake & Joyce.....	Repairing office furniture do .....	8 15
Windsor Gas Co.....	do gas fixtures do .....	7 34
G. A. Neveaux.....	Tin box, mucilage pot, &c. do .....	6 15
E. T. Barnum.....	Repairing paper case, &c. do .....	5 75
P. A. Craig .....	do street letter boxes, &c. do .....	4 75
R. Bencette .....	do clock do .....	4 00
W. G. Nutson.....	Carpenter's work do .....	3 60
F. H. Laing.....	Feather duster do .....	1 50
T. A. Bourke.....	Cloth for repairing stamping pad do .....	1 25
Pritchard & Mingard .....	Rubber pay stamp for P.O., Wingham.....	1 00
Blyth & Kerr .....	Rubber stamping cushion for P.O., Woodstock.....	6 25
W. Scarff.....	Repairing street letter boxes do .....	2 00
Barr & Henry.....	do mail catching post at Brentwood.....	0 25
J. Ryan .....	Erecting catching posts at East Oro, Lethbridge and Shanty Bay.	39 00
A. McCarthy.....	To pay for lumber & expenses at do do do .....	7 25
J. R. Nevins.....	Erecting catching post at Emery Station.....	2 50
A. McCarthy.....	To pay expenses in connection with do .....	1 25
J. McEwan.....	Repairing mail catching post at Farran's Point .....	3 80
W. Logan, P.M.....	To pay for repairing mail catching post at Pickering.....	0 20
A. Brownlee.....	Repairing mail catching post at Shanty Bay.....	1 00
Barr & Henry.....	do do Vine .....	2 00
A. McCarthy.....	To pay for adjusting mail catching post at Inistioige Station....	1 75
do .....	do do do .....	1 25
do .....	do do do .....	1 25
do .....	do do do .....	2 00
do .....	do do do .....	1 00
	Total.....	\$46,354.02

A. CAMPBELL,  
Postmaster-General.

H. A. WICKSTEED,  
Accountant.

## PROVINCE OF QUEBEC.

(F, IN REPORT No. 3, B.)

DETAIL of all payments in discharge of Tradesmen's Bills, for articles supplied for the service of the Post Office Department, in Quebec, made within the Year ended 30th June, 1886.

Name.	Particulars.	Amount.
		\$ cts.
B. A. Bank Note Co.....	Engraving and printing postage stamps, post cards, &c., for the Post Office Department, in Quebec.....	12,475 90
Pritchard & Mingard.....	Office stamps and seals for the Post Office Department, in Quebec	1,001 49
Maynard, Harris & Co....	Letter Carriers' uniform materials do	1,293 88
Rosamond Woollen Co....	do do do	337 73
Paton Manufacturing Co.	do do do	105 94
W. Bradley.....	do do do	25 66
S. & H. Borbridge.....	do boots do	4 25
R. J. Devlin.....	do moccasins do	33 25
R. S. Montgomery.....	do waist belt do	0 75
S. & H. Borbridge.....	Patent postage stamp box locks do	160 16
W. Truman.....	Postage stamp boxes do	73 08
International Tent and Awning Co.....	Dominion ensigns do	51 00
E. Chanteloup.....	Felt stamp rollers do	20 30
C. Wilson & Co.....	Office scales and weights do	16 00
J. Fyfe.....	do do do	9 00
G. Samson.....	Repairing postage stamp boxes do	12 00
D. K. McLaren.....	Specimen Letter Carrier's boots for Colonial Exhibition .....	4 50
E. Chanteloup.....	Repairing street letter-boxes for P.O.I., Montreal.....	166 05
Blyth & Kerr.....	Rubber stamping cushions do	26 50
P. O'Donoghue.....	Inside leather cases for street letter-boxes do	22 50
E. & C. Gurney & Co. ...	Street letter boxes do	19 50
Cyclostyle Co.....	Cyclostyle do	15 45
J. & E. H. Roberts.....	Street letter box locks do	6 45
P. Hudon.....	Office chair cushions do	5 25
J. B. Tuckerhoff.....	Repairing Mail Clerk's box do	1 80
P. Whitty.....	Repairing street letter-boxes, &c., for P.O.I., Quebec.....	61 05
E. Cote.....	Mail bag catching posts do	32 00
T. Lemieux.....	Maps, &c. do	18 25
Cyclostyle Co.....	Cyclostyle duplicating apparatus do	16 25
G. & C. Hossack.....	Brooms, whisks, soap, &c. do	15 90
J. B. Morin.....	Making and repairing Mail Clerks' boxes do	13 73
A. Bonnefond.....	Repairing office furniture do	5 25
Z. Vandry & Son.....	Water cooler do	5 00
Behan Bros.....	Towels, flannel, &c. do	3 71
F. Curodeau.....	Spittoons do	3 00
Quebec Gas Co.....	Gas stove do	2 30
A. Turgeon.....	Plumber's work do	1 50
F. Robitaille.....	Repairing street letter boxes do	1 50
M. Martel.....	Window blinds for P.O.I., Three Rivers.....	26 90
Cyclostyle Co.....	Cyclostyle duplicating apparatus do	16 25
A. Marineau.....	Putting up street letter box, &c. do	14 15
G. A. Bourgeois, P.O.I..	To pay for water filter do	8 00
A. Daoust.....	Putting up and removing double windows for P.O., Hull.....	7 25
Blyth & Kerr.....	Rubber stamping pads do	6 50
I. Peguin.....	Office desk do	3 50
R. Uglov.....	Waste paper baskets do	1 50
Pritchard & Mingard.....	Rubber pay stamp for P.O., Lachute.....	1 00
F. Allard.....	Repairing street letter-box for P.O., Lévis.....	1 60
J. & E. McIntyre.....	Making Letter Carriers' uniforms for P.O., Montreal.....	410 25
D. K. McLaren.....	Letter Carriers' boots do	567 00
S. & H. Borbridge.....	do do do	4 25
Lanthier & Co.....	do caps do	45 00
E. Chanteloup.....	Locksmith's and Plumber's work do	343 03
G. Bailey.....	Street newspaper-boxes do	215 00
H. Grant & Son.....	Attendance on clocks do	111 50
L. Barre.....	Putting up double windows, doors, &c., &c. do	103 50

(F, IN REPORT NO. 3, B.)—Detail of all payments in discharge of Tradesmen's Bills, for articles supplied for the service of the Post Office Department, in Quebec, made within the Year ended 30th June, 1886.

Name.	Particulars.	Amount.
		\$ cts.
D. O'Connor.....	Stamping pads and repairs for P. O., Montreal.....	96 00
E. J. Maxwell & Co.....	Lumber do.....	65 02
Kenneth Campbell & Co.....	Disinfectants do.....	40 50
H. Watson & Co.....	do do.....	2 30
H. Chagnon.....	Carpenter's work do.....	35 25
J. Conaughton.....	do do.....	8 00
Royal Electric Co.....	Electric lamps do.....	30 50
Frothingham & Workman.....	Hardware do.....	29 51
Cyclostyle Co.....	Cyclostyle duplicating apparatus do.....	14 60
H. A. Nelson & Sons.....	Feather dusters, brooms, &c. do.....	12 57
J. R. Boyce.....	Sorting baskets do.....	12 00
Drapeau, Savignac & Co.....	Speaking tube do.....	10 00
McArthur & Co.....	Paints, oil, glass, &c. do.....	7 24
W. Clendinning & Son.....	Water-cooler do.....	6 50
Gravel Bros.....	Soap and salt do.....	5 00
J. Kimber.....	Glazier's work do.....	4 75
Pritchard & Mingard.....	Rubber pay-stamp do.....	3 00
H. Morgan & Co.....	Table-cover do.....	2 38
R. Mitchell & Co.....	Repairing locks do.....	2 00
D. Beaulieu.....	Bag-rack labels do.....	1 75
J. Walker & Co.....	Repairing door-spring do.....	1 00
Blyth & Kerr.....	Pipe clay do.....	0 90
J. Mason.....	Putting up street letter-box at Point St. Charles.....	5 00
Pritchard & Mingard.....	Rubber pay-stamp do.....	1 00
W. Lee.....	Making Letter Carriers' uniforms for P.O., Quebec.....	347 50
A. P. Carson & Bro.....	Letter Carriers' boots do.....	80 00
Dugal & Co.....	do caps do.....	9 00
J. Jones.....	Mail indicator do.....	200 00
E. Roussel.....	Carpenter's work do.....	19 09
Hardy & Drolet.....	Brooms, dusters, soap, &c. do.....	16 88
A. Bedigare.....	Repairing locks, &c. do.....	11 40
Andrews Bros.....	Patent door-spring do.....	7 25
B. Bedard.....	Putting up letter-box at Richmond Station.....	1 25
Pritchard & Mingard.....	Rubber pay-stamp for P.O., St. Césaire.....	1 00
do.....	do do St. Hyacinthe.....	1 00
E. Corriveau.....	Repairing letter-box at St. Hyacinthe Station.....	2 00
I. Garand.....	Repairing locks, &c., for P.O., St. John's.....	5 05
R. L. Dixon & Sons.....	Painter's work do.....	3 50
S. Twose.....	Window blinds for P.O., Sherbrooke.....	24 00
G. G. Bryant.....	Carpenter's work do.....	7 50
G. A. Bourgeois, P.O.I.....	To pay for mail-box at Victoriaville Station.....	7 50
E. Côté.....	Erecting mail catching post at Ste. Anne de la Pocatière.....	8 00
	Total.....	\$19,102 70

A. CAMPBELL,  
Postmaster-General.

H. A. WICKSTEED,  
Accountant.



## PROVINCE OF NOVA SCOTIA.

(F, IN REPORT No. 3, C)

DETAIL of all payments in discharge of Tradesmen's Bills, for articles supplied for the Service of the Post Office Department, in Nova Scotia, made within the Year ended 30th June, 1886.

Name.	Particulars.	Amount.
		\$ cts.
B. A. Bank Note Co.....	Engraving and printing postage stamps, post cards, &c., for the Post Office Department, in Nova Scotia .....	4,562 89
Pritchard & Mingard.....	Office stamps and seals for Post Office Department, in Nova Scotia .....	516 25
Maynard, Harris & Co.....	Letter Carriers' uniform materials do do .....	208 22
Rosamond Woolen Co....	do do do .....	54 34
W. Bradley.....	do do do .....	4 13
S. & H. Borbridge.....	Letter Carriers' boots do do .....	4 25
do .....	Patent postage stamp box locks do do .....	58 98
W. Truman.....	Postage stamp boxes do do .....	21 59
C. Wilson & Son.....	Office scales and weights do do .....	24 00
J. Fyfe.....	do do do .....	21 00
G. E. Smith & Co. ....	Twine for P.O.I., Halifax.....	176 75
W. G. Wiswell.....	Carpenter's work do .....	26 25
J. Fraser.....	Locksmith's work do .....	6 75
O. W. Davies.....	do do .....	23 25
J. Davies.....	do do .....	9 65
Gordon & Keith.....	Repairing office furniture do .....	22 00
M. F. Eager.....	Soap do .....	6 00
T. W. Bateman.....	Repairing letter press do .....	5 00
R. G. Cogswell.....	do clocks do .....	4 50
C. & W. Anderson.....	Hair broom, matches, &c. do .....	3 96
J. G. Trider & Co. ....	Towels do .....	4 00
Longard Bros.....	Repairing and painting box do .....	1 70
J. D. McDougall.....	do stamp do .....	0 50
Clayton & Sons.....	Making Letter Carriers' uniforms for P.O., Halifax.....	280 00
R. J. Devlin.....	Letter Carriers' caps do .....	66 50
J. Lilley.....	do boots do .....	63 00
W. G. Wiswell.....	Carpenter's work do .....	64 75
S. M. Brookfield.....	do do .....	1 50
C. W. Davies.....	Locksmith's work do .....	67 25
J. Davies.....	do do .....	21 45
G. E. Smith & Co.....	Twine do .....	52 50
W. Fraser & Son.....	Repairing office furniture do .....	19 00
Dodd & Corbett.....	Bedding do .....	15 17
M. Payne.....	do do .....	6 00
Watson & Myers.....	Plumber's and Gasfitter's work do .....	14 32
W. Myers.....	do do do .....	3 09
Gordon & Keith.....	Mattress, bedstead, &c. do .....	13 75
J. H. Holland.....	Window shades do .....	12 00
M. F. Eager.....	Brushes and soap do .....	11 50
M. Downey.....	Painter's work do .....	7 00
R. H. Cogswell.....	Repairing clocks do .....	7 00
P. Walsh.....	Feather duster, brushes, &c. do .....	4 93
E. Chanteloup.....	Felt stamp rollers do .....	4 80
J. G. Trider.....	Towels do .....	4 50
W. & C. Silver.....	Mats do .....	3 50
H. F. Coombs.....	Gas burners do .....	3 50
M. Slaughter.....	Baskets do .....	2 00
G. Rent.....	Oil cans do .....	1 15
J. McArthur.....	Putting up letter box at Hopewell.....	1 00
Pritchard & Mingard.....	Rubber pay stamp for P.O., Truro .....	1 00
do .....	do P.O., Yarmouth .....	1 00
Total.....		\$6,519 42

H. A. WICKSTEED,

Accountant.

A. CAMPBELL,

Postmaster-General.

## PROVINCE OF NEW BRUNSWICK.

(F, IN REPORT No. 3, D)

DETAIL of all payments in discharge of Tradesmen's Bills, for articles supplied for the Service of the Post Office Department, in New Brunswick, made within the Year ended 30th June, 1886.

Name.	Particulars.	Amount.
		\$ cts.
B. A. Bank Note Co.....	Engraving and printing postage stamps, post cards, &c., for the Post Office Department, in New Brunswick .....	3,743 17
Pritchard and Mingard...	Office stamps and seals for P.O. Dept., in New Brunswick.	506 59
Maynard, Harris & Co.....	Letter Carriers' uniform materials do .....	208 22
Rosamond Woolen Co....	do do do .....	54 34
W. Bradley.....	do do do .....	4 13
S. & H. Borbridge.....	do boots do .....	4 25
do .....	Patent postage stamp box locks do .....	44 95
W. Truman.....	Postage stamp boxes do .....	16 44
J. Fyfe.....	Office scales and weights do .....	27 00
C. Wilson & Son .....	do do do .....	4 00
International Tent and Awning Co.....	Dominion ensigns do .....	47 50
Blyth & Kerr.....	Rubber stamping cushions do .....	13 50
G. Hutchison.....	Attendance on clocks for P.O.I., St. John.....	50 00
Bowman & LeLacheur....	Carpenter's work do .....	39 48
A. G. Bowes & Co. ....	Mail Clerks' boxes, street letter box and repairs do .....	29 79
G. A. Barker. ....	Feather dusters, soap, &c. do .....	15 67
Jardine & Co.....	Brooms, soap, matches, &c. do .....	4 87
W. H. Thorne & Co.....	Hardware do .....	2 33
T. Campbell.....	Plumber's work do .....	1 20
J. R. Cameron.....	Lamp glasses do .....	0 50
G. V. Beateay.....	Carpenter's work for P.O., Carleton .....	18 00
Bakin Bros.....	Hardware do .....	0 75
A. G. Bowes & Co.....	Street letter boxes for P.O., Fredericton.....	21 00
J. D. Perkins.....	Carpenter's work do .....	10 39
G. H. Lint.....	Repairing and putting up street letter boxes do .....	5 80
T. R. Jones & Co.....	Making Letter Carriers' uniforms for P.O., St John.....	188 75
J. Hammond.....	Letter Carriers' boots do .....	55 25
R. S. Montgomery.....	Letter Carriers' letter straps do .....	4 20
A. G. Bowes & Co .....	Repairing street letter boxes do .....	117 32
J. Hunter.....	Locksmith's work do .....	20 75
J. & J. D. Howe.....	Repairing office furniture do .....	10 25
W. H. Thorne & Co.....	Feather dusters, brooms, towels, &c. do .....	12 65
G. S. DeForest.....	Soap brooms, matches, &c. do .....	11 13
H. Dunstuck.....	Gas-fitter's work do .....	9 55
J. Ferguson.....	Repairing soring frames do .....	7 60
T. Campbell.....	Plumber's work do .....	4 35
G. A. Barker.....	Carbolic acid, turpentine, &c. do .....	3 75
G. Bailey.....	Repairing letter press do .....	3 15
J. H. Pullen.....	Painter's work do .....	3 45
E. Chanteloup.....	Felt stamp rollers do .....	2 40
Pritchard & Mingard.....	Rubber pay stamps do .....	2 00
J. Hall.....	Stamping ink, &c. do .....	1 05
Fun Publishing Co.....	Stamping ink do .....	0 75
Pritchard & Mingard.....	Rubber pay stamp for P.O., St. Stephen do .....	1 00
J. Steeves.....	Erecting mail catching posts at Flatlands and Head of Tide.....	10 20
Total.....		\$5,343 42

A. CAMPBELL,  
Postmaster-General.

H. A. WICKSTEED,  
Accountant.

## PROVINCE OF MANITOBA, &amp;c.

(F, IN REPORT No. 3, E.)

DETAIL of all payments in discharge of Tradesmen's Bills, for articles supplied for the Service of the Post Office Department, in Manitoba and the North-West Territories, made within the Year ended 30th June, 1886.

Name.	Particulars.	Amount.
		\$ cts.
B. A. Bank Note Co.....	Engraving and printing postage stamps, post cards, &c., for the Post Office Department, in Manitoba, &c.....	3,375 76
Pritchard & Mingard.....	Office stamps and seals for P. O. Department in Manitoba, &c.....	353 41
Maynard, Harris & Co....	Letter Carriers' uniform materials do do do .....	193 54
Rosamond Woolen Co....	do do do do .....	50 47
W. Bradley.....	do do do do .....	3 83
R. J. Devlin.....	Letter Carriers' fur collars, caps and moccasins for Post Office Department, in Manitoba, &c.....	55 50
S. & H. Borbridge.....	Letter Carriers' boots for P. O. Department, in Manitoba, &c.....	28 25
R. S. Montgomery.....	do waist belts, &c. do do .....	3 45
Blyth & Kerr.....	Mail Clerks' boxes do do .....	40 00
S. & H. Borbridge.....	Patent postage stamp box locks do do .....	43 15
W. Truman.....	Postage stamp boxes do do .....	15 79
J. Fyfe.....	Office scales and weights do do .....	6 00
International Tent and Awning Co.....	Dominion ensigns do do .....	11 00
T. J. Sproule.....	Repairing street letter boxes for P.O.L., Winnipeg.....	58 97
A. Taylor.....	Twine, &c. do .....	51 50
J. H. Ashtown.....	Hardware, &c. do .....	41 16
Blyth & Kerr.....	Rubber stamping cushions do .....	18 00
A. W. Bleasdel & Co....	Disinfectants do .....	2 75
H. Hodges.....	Soap do .....	2 70
A. Schmidt.....	Locksmith's work do .....	2 65
H. Pollock & Co.....	Repairing clock do .....	2 00
J. B. Robinson.....	Carpenter's work for P.O., Qu' Appelle Station.....	8 00
J. R. Cameron & Co.....	Making Letter Carriers' uniforms for P.O., Winnipeg.....	408 00
S. & H. Borbridge.....	Letter Carriers' boots do .....	63 75
J. H. Ashtown.....	Hardware, &c. do .....	107 83
T. A. Landry.....	Carpenter's work do .....	63 55
A. Schmidt.....	Locksmith's work do .....	54 90
A. Taylor.....	Twine, &c. do .....	41 50
T. H. Scott.....	Table and carpet do .....	15 90
H. Hodges.....	Soap, matches, &c. do .....	5 10
E. Chanteloup.....	Felt stamp rollers do .....	4 80
Scott & Leslie.....	Repairing office furniture do .....	2 85
I. Hope.....	do flag do .....	1 25
W. J. Mitchell.....	Glycerine, &c. do .....	1 10
Mulholland Bros.....	Snow shovel do .....	0 65
	Total.....	\$5,139 06

A. CAMPBELL,  
Postmaster-General.

H. A. WICKSTEED,  
Accountant.



## PROVINCE OF BRITISH COLUMBIA.

(F, IN REPORT No. 3, F.)

DETAIL of all payments in discharge of Tradesmen's Bills, for articles supplied for the service of the Post Office Department, in British Columbia, made within the Year ended 30th June, 1886.

Name.	Particulars.	Amount.
		\$ cts.
B. A Bank Note Co.....	Engraving and printing postage stamps, post cards, &c., for the Post Office Department, in British Columbia .....	967 66
Pritchard & Mingard.....	Office stamps and seals for the Post Office Department, in British Columbia .....	148 41
S. & H. Borbridge.....	Patent postage stamp box locks for the Post Office Department, in British Columbia .....	13 20
W. Truman.....	Postage stamp boxes for the Post Office Department, in British Columbia .....	4 82
International Tent and Awning Co.....	Dominion ensigns for the Post Office Department, in British Columbia .....	18 25
McKillican & Anderson..	Putting up and repairing street letter boxes for P.O.I., Victoria .....	33 25
P. McQuade & Son.....	Twine for P.O.I., Victoria .....	25 00
J. Wedler.....	Repairing office stool for P.O.I., Victoria .....	1 75
F. B. McDonald.....	Lamps, brushes, &c., for P.O., Granville .....	7 50
Coulter & Co.....	Lamp and fittings for P.O., New Westminster .....	8 00
C. G. Major.....	Feather dusters, soap, matches, &c, P.O., New Westminster...	10 31
E. S. Scoullar & Co. ....	Tinsmith's work do .....	2 75
S. H. Webb.....	Letter box keys do .....	1 50
J. Cunningham & Co.....	Screw driver do .....	0 50
P. McQuade & Son.....	Twine for P.O., Victoria .....	45 00
E. B. Marvin.....	Flag and halyards for P.O., Victoria .....	27 50
Blyth & Kerr.....	Mail Clerk's box and rubber stamping cushion for P.O., Victoria .....	14 50
A. King & Co.....	Sorting baskets for P.O., Victoria .....	12 00
A. Vipond.....	Locksmith's work for P.O., Victoria .....	9 75
A. & W. Wilson.....	Tinsmith's work do .....	8 25
McKillican & Anderson..	Revolving sorting table do .....	7 00
J. Sehl.....	Office furniture do .....	5 75
T. N. Hibben & Co.....	Feather duster do .....	3 00
E. G. Prior.....	Hardware do .....	2 50
J. Finlayson.....	Brooms, soap, matches, &c. do .....	2 40
Hutcheson, Young & Co.	Towels and roller do .....	2 10
J. Barnsley.....	Repairing box lock do .....	2 00
Nicholles & Renouf.....	Hardware do .....	0 75
Langley & Co.....	Turpentine do .....	0 25
R. Wallace, P.M.....	To pay for stamp brush do .....	0 25
	Total.....	\$1,385 90

A. CAMPBELL,  
Postmaster-General.

H. A. WICKSTEED,  
Accountant.

## PROVINCE OF PRINCE EDWARD ISLAND.

(F, IN REPORT NO. 3, G.)

DETAIL of all payments in discharge of Tradesmen's Bills, for articles supplied for the Service of the Post Office Department, in Prince Edward Island, made within the Year ended 30th June, 1886.

Name.	Particulars.	Amount.
		\$ cts.
B. A. Bank Note Co.....	Engraving and printing postage stamps, post cards, &c, for the Post Office Department in Prince Edward Island .....	728 37
Pritchard & Mingard.....	Office stamps and seals for the Post Office Department in Prince Edward Island.....	158 80
S. & H. Borbridge.....	Patent postage stamp box locks for the Post Office Department in Prince Edward Island.. ..	9 25
W. Truman.....	Postage stamp boxes for the Post Office Department in Prince Edward Island.....	3 39
J. Fyfe.....	Office scales and weights for the Post Office Department in Prince Edward Island. ....	3 00
C. Wilson & Son.....	Office scales and weights for the Post Office Department in Prince Edward Island.....	4 00
A. Hermans & Son.....	Plumber's work for P.O., Charlottetown.....	62 36
S. W. Crabbe .....	Hardware, &c. do .....	24 32
J. Newson.....	Carpenter's work do .....	19 14
D. C. Chalmers.....	Stove do .....	15 00
A. L. Brown.....	Bedding do .....	13 20
do .....	Towels and soap, &c. do .....	11 24
D. O. M. Reddin.....	Disinfectants do .....	8 40
Blyth & Kerr.....	Rubber stamping cushions do .....	6 50
E. Fleming.....	Repairing closet do .....	6 00
Peake Bros. & Co. ....	Oakum to absorb disinfectants do .....	1 00
	Total .....	\$1,073 98

A. CAMPBELL,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*

# PROVINCE OF ONTARIO.

(G, IN REPORT No. 3, A.)

DETAIL of all payments by the Post Office Department, for Rents and Taxes, in Ontario, made within the Year ended 30th June, 1886.

Name.	Particulars.	Amount.
		\$ cts.
Bank of Toronto .....	Rent of Inspector's Office, Barrie (1 year to 30th April, 1886).....	296 00
J. B. Fairbairn .....	Rent of Post Office, Bowmanville (3 mos. to 30th Nov., 1883) ....	40 00
Prescott Corporation .....	do Prescott (1 year to 31st Aug., 1885) .....	325 00
T. H. McMillan .....	do Whitby (4 mos. to 31st Oct., 1885) .....	66 67
Hamilton Corporation ...	Sewer rent, Post Office, Hamilton (1 year to 31st Dec., 1884) .....	4 20
Kingston do .....	Street watering tax for Post Office, Kingston .....	4 97
	Total .....	\$736 84

H. A. WICKSTEED,  
*Accountant.*

A. CAMPBELL,  
*Postmaster-General.*

# PROVINCE OF QUEBEC.

(G, IN REPORT No. 3, B.)

DETAIL of all payments by the Post Office Department, for Rents and Taxes, in Quebec, made within the Year ended 30th June, 1886.

Name.	Particulars.	Amount.
		\$ cts.
Montreal City and District Savings Bank.....	Rent of Eastern Receiving House, Montreal (1 year to 30th April, 1886)...	250 00
W. McGowan .....	do Northern do do do ...	250 00
Montreal City and District Savings Bank.....	do Western do do do ...	250 00
M. Hall .....	do Post Office, Valleyfield (7 mos. 26 days to 31st March, 1886) .....	104 35
	Total .....	\$354 35

H. A. WICKSTEED,  
*Accountant.*

A. CAMPBELL,  
*Postmaster-General.*



# PROVINCE OF MANITOBA, &c.

(G, IN REPORT No. 3, E.)

DETAIL of all payments by the Post Office Department, for Rents and Taxes, in Manitoba and the North-West Territories, made within the Year ended 30th June, 1886.

Name.	Particulars.	Amount.
		\$ cts.
Dunn & Price, Attorneys	Rent of Inspector's Office, Winnipeg (14 months, to 30th June, 1886).....	840 00
D. Wood.....	Rent of Post Office, Swift Current (3 months 20 days, to 2nd August, 1885).....	81 09
	Total .....	\$921 00

A. CAMPBELL,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*

# PROVINCE OF BRITISH COLUMBIA.

(G, IN REPORT No. 3, F.)

DETAIL of all payments by the Post Office Department, for Rents and Taxes, in British Columbia, made within the Year ended 30th June, 1886.

Name.	Particulars.	Amount.
		\$ cts.
S. T. Tilley.....	Rent of Post Office, Granville (2 months, to 31st March, 1886)....	20 00
	Total .....	\$20 00

A. CAMPBELL,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*

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 PROVINCE OF PRINCE EDWARD ISLAND.

(G, IN REPORT NO. 3, G)

DETAIL of all payments by the Post Office Department, for Rents and Taxes,  
in Prince Edward Island, made within the Year ended 30th June,  
1886.

Name.	Particulars.	Amount.
		\$ ct .
A. Strange.....	Rent of warehouse for accommodation of winter mails at Cape Traverse (1 year, to 30th November, 1885).....	50 00
	Total .....	\$50 00

A. CAMPBELL,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*

## PROVINCE OF ONTARIO.

(H, IN REPORT No. 3, A)

DETAIL of all payments by the Post Office Department, for Stationery, Printing and Advertising, in Ontario, made within the Year ended 30th June, 1886.

Name.	Particulars.	Amount.
Queen's Printer and Stationery Office .....	Printing and stationery for the P. O. Department, in Ontario...	\$ 18,640 45
Ottawa "Man" .....	Advertising money orders do do .....	25 95
Hunter, Rose & Co. ....	do do do .....	25 00
A. Scott .....	Ink for Inspector's Office, Barrie .....	2 70
J. C. Overell .....	do Post Office, Belleville .....	0 80
T. Board .....	Carbon paper for Post Office, Windsor. ....	1 00
Aurora .....	Advertising time-tables, Post Office notices, &c .....	50 00
Belleville .....	do do .....	18 50
Berlin .....	do do .....	58 34
Bradford .....	do do .....	50 00
Brantford .....	do do .....	100 00
Brockville .....	do do .....	18 76
Chatham .....	do do .....	125 00
Cobourg .....	do do .....	50 00
Collingwood .....	do do .....	50 00
Dresden .....	do do .....	50 00
Durham .....	do do .....	75 00
Exeter .....	do do .....	62 50
Forest .....	do do .....	25 00
Hamilton .....	do do .....	132 00
Hastings .....	do do .....	50 00
Kingston .....	do do .....	158 45
London .....	do do .....	227 00
Lucan .....	do do .....	62 50
Meaford .....	do do .....	50 00
Milton .....	do do .....	50 00
Napanee .....	do do .....	75 00
Orillia .....	do do .....	37 50
Ottawa .....	do do .....	423 65
Parkhill .....	do do .....	100 00
Pembroke .....	do do .....	50 00
Peterboro' .....	do do .....	250 00
Pictou .....	do do .....	100 00
Port Hope .....	do do .....	62 50
Prescott .....	do do .....	75 00
Richmond Hill .....	do do .....	50 00
Ridgetown .....	do do .....	66 61
St. Catharine's .....	do do .....	100 00
St. Mary's .....	do do .....	62 50
St. Thomas .....	do do .....	75 00
Strathroy .....	do do .....	50 00
Tara .....	do do .....	50 00
Tilbury Centre .....	do do .....	34 50
Toronto .....	do do .....	382 00
Walkerton .....	do do .....	70 87
Wallaceburg .....	do do .....	50 00
Windsor .....	do do .....	150 00
Almonte "Times" .....	Advertising for mail tenders, &c .....	90 32
Amherstburg "Herald" .....	do do .....	4 80
Arnprior "Chronicle" .....	do do .....	57 76
Bracebridge "Muskoka Herald" .....	do do .....	8 28
Brantford "Courier" .....	do do .....	19 44
do "Telegram" .....	do do .....	13 04
Caledonia "G. R. Sachem" .....	do do .....	8 50
Carleton Place "Central Canadian" .....	do do .....	89 76



(H, IN REPORT No. 3, A.)—Detail of all payments by the Post Office Department, for Stationery, Printing and Advertising, in Ontario, made within the Year ended 30th June, 1886.

Name.	Particulars.	Amount.
		\$ cts.
Chatham "Gazette" .....	Advertising for mail tenders, &c.....	5 58
do "Planet" .....	do do .....	10 98
Clinton "News Record" .....	do do .....	4 48
Cornwall "Reporter" .....	do do .....	33 22
Eganville "Enterprise" .....	do do .....	62 56
Exeter "Times" .....	do do .....	9 54
Flesherton "Advance" .....	do do .....	4 07
Forest "Free Press" .....	do do .....	4 48
Gananoque "Journal" .....	do do .....	4 48
Goderich "Star" .....	do do .....	3 92
Hagersville "The Indian" .....	do do .....	6 00
Ingersoll "Oxford Tribune" .....	do do .....	7 00
Kincardine "Standard" .....	do do .....	3 90
Kingston "News" .....	do do .....	16 00
London "Catholic Record" .....	do do .....	6 60
London "Free Press" .....	do do .....	6 50
L'Original "Advertiser" .....	do do .....	10 56
Madoc "N. H. Review" .....	do do .....	5 92
Morrisburg "Courier" .....	do do .....	6 44
Napanee "Beaver" .....	do do .....	6 40
do "Standard" .....	do do .....	6 40
Norwood "Register" .....	do do .....	5 60
Ottawa "Canadian Militia Gazette" .....	do do .....	12 00
Ottawa "Canadian Mining Review" .....	do do .....	16 60
Ottawa "Citizen" .....	do do .....	20 28
do "Evening Journal" .....	do do .....	7 02
Ottawa "Investigator" .....	do do .....	21 80
do "Le Canada" .....	do do .....	29 04
do "Sanitary Journal" .....	do do .....	21 80
Owen Sound "Times" .....	do do .....	5 18
Paris "Brant Review" .....	do do .....	2 94
Parkhill "Gazette" .....	do do .....	3 00
Pembroke "Standard" .....	do do .....	73 76
Perth "Expositor" .....	do do .....	12 16
Peterboro' "Review" .....	do do .....	6 30
do "Times" .....	do do .....	6 48
Petrolia "Advertiser" .....	do do .....	9 44
Pictou "Gazette" .....	do do .....	3 60
Prescott "Messenger" .....	do do .....	6 40
St. Thomas "Times" .....	do do .....	3 24
Sarnia "Canadian" .....	do do .....	13 60
Shelburne "Free Press" .....	do do .....	5 60
Simcoe "British Canadian" .....	do do .....	19 80
Smith's Falls "Independent" .....	do do .....	42 06
Strathroy "Dispatch" .....	do do .....	4 32
Wallaceburg "Herald" .....	do do .....	13 92
Watford "Guide-News" .....	do do .....	4 00
Windsor "Essex Review" .....	do do .....	3 52
do "Le Courier d'Essex" .....	do do .....	4 96
Woodstock "Times" .....	do do .....	3 60
Bradford "Witness" .....	Advertising for mailbag tenders .....	17 64
Brantford "Courier" .....	do do .....	25 56
do "Telegram" .....	do do .....	15 66

(H, in REPORT No. 3, A.)—Detail of all payments by the Post Office Department, for Stationery, Printing and Advertising, in Ontario, made within the Year ended 30th June, 1886.

Name.	Particulars.	Amount.
		\$ cts.
Carleton Place "Central Canadian" .....	Advertising for mail bag tenders .....	8 64
Dundas "Standard" .....	do do .....	16 34
Hamilton "Spectator" .....	do do .....	50 40
London "Catholic Record" .....	do do .....	10 80
London "Free Press" .....	do do .....	39 06
Ottawa "Canadian Militia Gazette" .....	do do .....	16 20
Ottawa "Canadian Mining Review" .....	do do .....	30 60
Ottawa "Citizen" .....	do do .....	40 68
do "Investigator" .....	do do .....	5 40
do "Le Canada" .....	do do .....	40 68
Parkdale "News" .....	do do .....	18 90
Peterboro' "Times" .....	do do .....	27 72
Petrollea "Advertiser" .....	do do .....	15 12
Prescott "Messenger" .....	do do .....	16 38
Toronto "Canadian Manufacturer" .....	do do .....	21 60
Toronto "Canadian Breeder and Agricultural Review" .....	do do .....	16 20
Toronto "Canada Presbyterian" .....	do do .....	37 80
Toronto "Canadian Sportsman" .....	do do .....	16 20
Toronto "Dominion Churchman" .....	do do .....	37 80
Toronto "Evangelical Churchman" .....	do do .....	11 34
Toronto "Evening Telegram" .....	do do .....	50 40
Toronto "Grip" .....	do do .....	37 80
do "Irish Canadian" .....	do do .....	21 60
do "Mail" .....	do do .....	75 60
do "Merchant and Manufacturer" .....	do do .....	16 20
Toronto "Christian Guardian" .....	do do .....	37 80
Toronto "Monetary Times" .....	do do .....	37 20
Toronto "National" .....	do do .....	37 80
do "Sentinel" .....	do do .....	25 20
do "Canadian Baptist" .....	do do .....	22 68
do "Truth" .....	do do .....	37 80
do "World" .....	do do .....	50 40
Watford "Guide-News" .....	do do .....	15 12
Welland "Telegraph" .....	do do .....	12 60
Total .....		\$24,337 98

A. CAMPBELL,  
Postmaster-General.

H. A. WICKSTEED,  
Accountant.

## PROVINCE OF QUEBEC.

(H, IN REPORT NO. 3, B.)

DETAIL of all payments by the Post Office Department, for Stationery, Printing and Advertising in Quebec, made within the Year ended 30th June, 1886.

Name.	Particulars.	Amount.
		\$ cts.
Queen's Printer and Stationery Office.....	Printing and stationery for Post Office Department in Quebec...	6,798 12
"Le Paris-Canada".....	Advertising money orders for do do	44 62
Gazette Publishing Co.....	do do do	50 00
Aylmer.....	Advertising time-tables, Post Office notices, &c.....	75 00
Bryson.....	do	50 00
Hull.....	do	162 50
Montreal.....	do	402 60
Murray Bay.....	do	19 68
Portage du Fort.....	do	25 00
Quebec.....	do	311 65
Richmond.....	do	36 65
St. Hyacinthe.....	do	18 75
Three Rivers.....	do	100 26
Arthabaskaville		
"L'Union des Cantons de L'Est".....	Advertising for mail tenders, &c.....	4 96
Aylmer "Times".....	do do	33 28
Bryson "Equity".....	do do	46 34
Cowansville "Observer".....	do do	3 24
Fraserville "Le Jour".....	do do	17 46
Hull "Dispatch".....	do do	85 50
Hull "La Vallée d'Otawa".....	do do	51 22
Huntington "Advocate".....	do do	5 10
Lévis "Le Quotidien".....	do do	57 78
Malbaie "L'Echo des Laurentides".....	do do	25 92
Quebec "Budget".....	do do	40 40
do "Le Canadien".....	do do	31 40
do "Le Courrier".....	do do	37 80
do "Le Cultivateur".....	do do	10 00
do "Telegraph".....	do do	48 00
do "Le Journal".....	do do	44 50
do "L'Événement".....	do do	31 40
do "Chronicle".....	do do	40 80
do "Le Nouvelliste".....	do do	54 40
St. Hyacinthe "Le Journal".....	do do	4 84
St. John's "News".....	do do	3 25
Sherbrooke "Gazette".....	do do	8 64
do "Le Pionnier".....	do do	11 84
do "Le Progrès".....	do do	8 76
Three Rivers "Le Journal".....	do do	9 20
do "La Liberté".....	do do	8 40
Hull "Dispatch".....	Advertising for mail bag tenders	22 68
Lévis "Le Quotidien".....	do do	27 72
Montreal "Church Guardian".....	do do	25 20
do "Gazette".....	do do	40 68
do "Herald".....	do do	40 68
do "Journal of Commerce".....	do do	37 80
do "La Minerve".....	do do	40 68
do "La Presse".....	do do	31 50
do "Legal News".....	do do	25 20
do "Le Monde".....	do do	40 68



(H, IN REPORT NO. 3, B.)—Detail of all payments by the Post Office Department, for Stationery, Printing and Advertising, in Quebec, made within the Year ended 30th June, 1886.

Name.	Particulars.	Amount.
		\$ cts.
Montreal "L'Etendard"	Advertising for mail bag tenders.....	40 68
do "Le Moniteur du Commerce"..	do do .....	37 80
do "Post".....	do do .....	31 50
do "Shareholder"	do do .....	37 80
do "Star".....	do do .....	50 40
Quebec "Budget".....	do do .....	25 20
do "Le Courrier" ..	do do .....	31 50
do "Telegraph"....	do do .....	40 68
do "Le Journal"....	do do .....	31 50
do "Chronicle"....	do do .....	40 32
do "Le Nouvelliste"	do do .....	31 50
Three Rivers "La Liberté".....	do do .....	17 64
	Total.....	\$9,568 60

A. CAMPBELL,

*Postmaster-General.*

H. A. WICKSTEED,

*Accountant.*

## PROVINCE OF NOVA SCOTIA.

(H, IN REPORT No. 3, C.)

DETAIL of all payments by the Post Office Department, for Stationery, Printing and Advertising, in Nova Scotia, made within the Year ended 30th June, 1886.

Name.	Particulars.	Amount.
		\$ cts.
Queen's Printer and Stationery Office .....	Printing and stationery for the Post Office Department, in Nova Scotia .....	2,679 25
W. Gossip.....	Ink and mucilage for Inspector's Office, Halifax .....	18 25
do .....	do Post Office, Halifax .....	27 77
Halifax .....	Advertising time-tables, Post Office notices, &c. ....	161 14
Yarmouth .....	do do do .....	62 50
Amherst "Gazette".....	Advertising for mail tenders, &c. ....	26 40
Annapolis "Spectator".....	do do .....	6 00
Antigonishe "Aurora".....	do do .....	27 00
Antigonishe "Casket".....	do do .....	38 40
Bridgetown "Monitor".....	do do .....	15 36
Digby "Courier".....	do do .....	4 80
Halifax "Christian Messenger" .....	do do .....	120 80
Halifax "Critic".....	do do .....	78 95
Halifax "Evening Mail" .....	do do .....	131 40
Halifax "Herald".....	do do .....	131 40
Halifax "Presbyterian Witness" .....	do do .....	22 08
Halifax "Wesleyan".....	do do .....	6 00
Kentville "Western Chronicle" .....	do do .....	33 60
Liverpool "Times" .....	do do .....	28 00
North Sydney "Herald" .....	do do .....	91 84
Pictou "Colonial Standard" .....	do do .....	63 84
Stellarton "Trades Journal" .....	do do .....	51 04
Sydney "Advocate".....	do do .....	72 00
Truro "Sun".....	do do .....	25 28
Windsor "Clarion".....	do do .....	13 60
Windsor "Courier".....	do do .....	14 72
Windsor "Journal".....	do do .....	13 60
Yarmouth "News".....	do do .....	65 60
Yarmouth "Times".....	do do .....	105 60
Halifax "Critic".....	Advertising for mail bag tenders.....	10 80
Halifax "Evening Mail" .....	do do .....	13 50
Halifax "Herald".....	do do .....	13 50
Halifax "Presbyterian Witness" .....	do do .....	8 64
Halifax "Wesleyan".....	do do .....	8 64
	Total .....	\$4,191 40

A. CAMPBELL,  
Postmaster-General.

H. A. WICKSTEED,  
Accountant.

## PROVINCE OF NEW BRUNSWICK.

(H, IN REPORT No. 3, D)

DETAIL of all payments by the Post Office Department, for Stationery, Printing and Advertising, in New Brunswick, made within the Year ended 30th June, 1886.

Name.	Particulars.	Amount.
		\$ cts.
Queen's Printer and Stationery Office.....	Printing and stationery for the Post Office Department, in New Brunswick.....	1,977 71
"Sun" Publishing Co....	Printing time-bills for the Post Office Department, in New Brunswick.....	634 50
Barnes & Co.....	Ink for Inspector's office, St. John.....	23 50
do .....	do Post Office .....	13 50
Bathurst .....	Advertising time-tables, Post Office notices, &c.....	5 76
Fredericton.....	do .....	83 00
Harvey .....	do .....	18 25
Newcastle .....	do .....	5 60
St. John .....	do .....	169 12
St. Stephen.....	do .....	10 00
Woodstock .....	do .....	12 96
Bathurst "Le Courrier"	Advertising for mail tenders, &c.....	7 74
Chatham "World".....	do .....	24 32
Fredericton "Capital".	do .....	24 80
do "Maritime Farmer".....	do .....	41 50
Fredericton "Reporter"	do .....	32 75
Moncton "Times".....	do .....	44 25
Newcastle "Union Advocate".....	do .....	17 58
St. Andrew's "Bay Pilot".....	do .....	38 04
St. John "Messenger and Visitor".....	do .....	40 04
do "Religious Intelligencer".....	do .....	23 84
St. John "Sun".....	do .....	32 80
do "Trade Reporter".....	do .....	10 80
St. Stephen "St. Croix Courier".....	do .....	82 50
Sackville "Chignecto Post".....	do .....	114 90
Shediac "Le Moniteur Acadien".....	do .....	40 44
Woodstock "Press".....	do .....	46 79
St. John "Messenger and Visitor".....	Advertising for mail bag tenders.....	14 04
do "Religious Intelligencer".....	do .....	8 64
St. John "Sun".....	do .....	27 90
do "Trade Reporter".....	do .....	11 00
	Total.....	\$3,638 57

A. CAMPBELL,  
Postmaster-General.

H. A. WICKSTEED,  
Accountant.



## PROVINCE OF MANITOBA, &amp;c.

(H, IN REPORT No. 3, E.)

DETAIL of all payments by the Post Office Department, for Stationery, Printing and Advertising, in Manitoba and the North-West Territories, made within the Year ended 30th June, 1886.

Name.	Particulars.	Amount.
		\$ cts.
Queen's Printer and Stationery Office .....	Printing and stationery for the Post Office Department in Manitoba, &c.....	2,053 52
Ottawa "Canadian Militia Gazette" .....	Advertising money orders for the Post Office Department in Manitoba, &c.....	65 00
A. Taylor.....	Ink and mucilage for Inspector's Office, Winnipeg..	23 40
do .....	Ink wrapping paper, &c., for Post Office do .....	57 10
Brandon .....	Advertising time-tables, Post Office notices, &c .....	50 00
Portage la Prairie.....	do do .....	37 50
Winnipeg .....	do do .....	247 67
Battleford "Herald" .....	Advertising for mail tenders, &c.....	17 00
Birtle "Observer" .....	do do .....	18 60
Brandon "Mail" .....	do do .....	105 40
Calgary "Herald" .....	do do .....	11 48
Emerson "International" .....	do do .....	38 80
do "Southern Manitoba Times" .....	do do .....	22 22
Fort Qu'Appelle "Vidette" .....	do do .....	46 00
Macleod "Gazette" .....	do do .....	10 36
Minnedosa "Tribune" .....	do do .....	25 92
Morden "Manitoba News" .....	do do .....	9 00
Portage la Prairie "Tribune-Review" .....	do do .....	85 30
Qu'Appelle "Progress" .....	do do .....	7 00
Rapid City "Standard" .....	do do .....	7 80
Rat Portage "Progress and Mining Journal" .....	do do .....	24 60
Regina "Leader" .....	do do .....	50 70
St. Boniface "Le Manitoba" .....	do do .....	262 86
Selkirk "Herald" .....	do do .....	29 80
do "Record" .....	do do .....	18 04
Winnipeg "Evening News" .....	do do .....	29 00
do "Leifur" .....	do do .....	49 00
do "Manitoban" .....	do do .....	163 63
do "North-West Farmer" .....	do do .....	193 45
do "North-West Review" .....	do do .....	63 44
do "Siftings" .....	do do .....	75 92
do "Times" .....	do do .....	65 80
do "Leifur" .....	Advertising for mail bag tenders .....	25 20
do "Manitoban" .....	do do .....	50 40
do "Siftings" .....	do do .....	30 24
Total .....		\$4,077 15

A. CAMPBELL,  
Postmaster-General.

H. A. WICKSTEED,  
Accountant.

## PROVINCE OF BRITISH COLUMBIA.

(H, IN REPORT NO. 3, F.)

DETAIL of all payments by the Post Office Department, for Stationery, Printing and Advertising, in British Columbia, made within the Year ended 30th June, 1886.

Name.	Particulars.	Amount.
		\$ cts.
Queen's Printer and Stationery Office .....	Printing and stationery for the Post Office Department in British Columbia .....	277 96
T. N. Hibben & Co.....	Ink and stationery for Inspector's Office, Victoria .....	94 88
S. T. Tilley.....	Ink and stationery for P.O., Granville .....	2 10
T. R. Pearson & Co.....	do mucilage do New Westminster .....	4 12
T. N. Hibben & Co.....	do stationery do Victoria.....	142 01
Victoria.....	Advertising time-tables, Post Office notices, &c.....	117 15
Kamloops "Inland Sentinel" .....	Advertising for mail tenders, &c .....	12 72
Nanaimo "Free Press" ..	do do .....	9 60
New Westminster "British Columbian" .....	do do .....	25 20
New Westminster "Mainland Guardian" .....	do do .....	32 20
Victoria "British Colonist" .....	do do .....	47 20
Victoria "Evening Post" ..	do do .....	22 80
do "Standard" .....	do do .....	23 40
do "Times" .....	do do .....	26 00
do "Evening Post" ..	Advertising for mail bag tenders.....	13 50
do "Standard" .....	do do .....	10 80
do "Times" .....	do do .....	13 50
	Total .....	\$875 14

A. CAMPBELL,  
Postmaster-General.

H. A. WICKSTEED,  
Accountant.

## PROVINCE OF PRINCE EDWARD ISLAND.

(H, IN REPORT NO. 3, G.)

DETAIL of all payments by the Post Office Department, for Stationery, Printing and Advertising, in Prince Edward Island, made within the Year ended 30th June, 1886.

Name.	Particulars.	Amount.
Queen's Printer and Stationery Office.....	Printing and stationery for the Post Office Department, in Prince Edward Island.....	\$ cts.
T. L. Chapelle.....	Ink for Post Office, Charlottetown.....	294 83
Charlottetown.....	Advertising time-tables, Post Office notices, &c.....	7 00
Charlottetown "Examiner".....	do for mail tenders.....	131 60
Charlottetown "Herald".....	do do.....	3 60
do "P. & E. P. Union".....	do do.....	3 15
Charlottetown "Examiner".....	do for mail bag tenders.....	2 70
Charlottetown "Herald".....	do do.....	6 50
	Total.....	6 30
		\$455 68

A. CAMPBELL,  
Postmaster-General.

H. A. WICKSTEED,  
Accountant.



PROVINCE OF ONTARIO.

(I, IN REPORT No. 3, A.)

DETAIL of all payments for Fuel, Light and Water, for the use of the Post Office Department, in Ontario, made within the Year ended 30th June, 1886.

Name.	Particulars.	Amount.
		\$ cts.
Barrie Gas Co.....	Gas for Inspector's Office, Barrie (to 31st March, 1886).....	2 35
Belleville Gas Co. ....	Gas for Post Office, Belleville (to 20th March, 1886).....	241 94
Berlin Gas Co.....	do Berlin (to 31st March, 1886).....	30 35
Brantford Gas Co. ....	do Brantford (to 31st May, 1886).....	255 84
Brockville Gas Co. ....	do Brockville (to 31st March, 1886).....	32 30
Chatham Gas Co.....	do Chatham do .....	167 47
Cobourg Gas Co.....	do Cobourg do .....	32 30
Cornwall Gas Co. ....	do Cornwall (to 26th March, 1886) .....	238 19
Guelph Gas Co. ....	do Guelph (to 31st March, 1886).....	294 12
Hamilton Gas Co. ....	do Hamilton do .....	1,277 98
Kingston Gas Co. ....	do Kingston do .....	169 06
J. Noble. ....	Wood for Post Office do .....	5 50
London Gas Co.....	Gas for Post Office, London (to 31st March, 1886) .....	573 95
Ottawa Gas Co.....	do Ottawa do .....	1,657 20
Port Hope Gas Co.....	do Port Hope do .....	104 15
St. Catharine's Gas Co..	do St. Catharines (to 28th February, 1886). ....	234 25
St. Thomas Gas Co. ....	do St. Thomas (to 31st March, 1886) .....	158 80
Stratford Gas Co. ....	do Stratford (to 15th March, 1886).....	151 89
Toronto Gas Co.....	do Toronto (to 24th March, 1886) .....	2,235 43
Windsor Gas Co.....	do Windsor (to 31st March, 1886).....	521 39
Brockville Water Works.	Water for Post Office, Brockville (2 mos. to 30th June, 1886)	28 32
Guelph do ...	do Guelph (1 year to 15th April, 1886)...	17 16
Hamilton do ...	do Hamilton (1 year to 31st March, 1886)	100 00
Kingston do ...	do Kingston (1 year to 30th June, 1886).	46 72
London do ...	do London (1 year to 15th April, 1886)...	36 00
St. Catharine's do ...	do St. Catharine's (1 year to 31st March, 1886) .....	22 50
Stratford do ...	do Stratford (1 year to 31st March, 1886).	31 52
Toronto do ...	do Toronto (9 mos. to 31st March, 1886).	534 21
Windsor do ...	do Windsor (9 mos. to 30th June, 1886)...	47 40
Total .....		\$9,248 39

A. CAMPBELL,  
Postmaster-General.

H. A. WICKSTEED,  
Accountant.

## PROVINCE OF QUEBEC.

(I, IN REPORT No. 3, B.)

DETAIL of all payments for Fuel, Light and Water, for the use of the Post Office Department, in Quebec, made within the Year ended 30th June, 1886.

Name.	Particulars.	Amount.
		\$ cts.
J. St. Pierre.....	Coal oil for Post Office, Hull .....	31 04
Montreal Gas Co.....	Gas for Post Office, Montreal (to 14th April, 1886) .....	2,956 60
Gazette Printing Co.....	Electric current for Post Office, Montreal (6 mos. to 30th June, '86) .....	1,374 99
Montreal Gas Co.....	Gas for Eastern Receiving House, Montreal (to 10th April, 1886) .....	8 90
do .....	do Northern do do (to 15th April, 1886) .....	13 00
do .....	do Western do do (to 30th April, 1886) .....	8 80
Quebec Gas Co.....	do Post Office, Quebec (to 30th April, 1886) .....	602 42
M L Hislop .....	Astral Oil for Post Office, St. John's.....	17 95
Sherbrooke Gas Co.....	Gas for Post Office, Sherbrooke (to 15th June, 1886) .....	106 88
Three Rivers Gas Co.....	do Three Rivers (to 31st March, 1886) .....	128 30
J. B. Filion.....	Water for Post Office, Hull (1 year, to 31st March, 1886)....	17 35
Montreal Water Works...	Water for hoisting apparatus, Post Office, Montreal (1 year, 2 days, to 8th April, and rent of meter to 30th April, 1886) .....	914 04
do .....	Water for Eastern Receiving House, Montreal (1 year, to 30th April, 1886) .....	6 65
do .....	Water for Northern Receiving House, Montreal (1 year, to 30th April, 1886) .....	8 55
do .....	Water for Western Receiving House, Montreal (1 year, to 30th April, 1886) .....	13 30
St. John's Water Works.	Water for Post Office, St. John's (1 year, to 30th September, 1885) .....	21 60
Sherbrooke Water Works	Water for Post Office, Sherbrooke (1 year, to 14th June, 1886) .....	37 50
	Total.....	\$6,267 87

A. CAMPBELL,  
Postmaster-General.

H. A. WICKSTEED,  
Accountant.

PROVINCE OF NOVA SCOTIA.

(I, IN REPORT No. 3, C.)

DETAIL of all payments for Fuel, Light and Water, for the use of the Post Office Department, in Nova Scotia, made within the Year ended 30th June, 1886.

Particulars.	Amount.
	\$ cts.
Post Office Department's proportion of Gas and Water for the Post Office building at Halifax (to 30th June, 1886).....	890 24
Total.....	\$890 24

A. CAMPBELL,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*

PROVINCE OF NEW BRUNSWICK.

(I, IN REPORT No. 3, D.)

DETAIL of all payments for Fuel, Light and Water, for the use of the Post Office Department, in New Brunswick, made within the Year ended 30th June, 1886.

Name.	Particulars.	Amount.
		\$ cts.
C. Leary .....	Wood for Inspector's office, St. John .....	1 00
Chatham Gas Co.....	Gas for Post Office, Chatham (to 31st May, 1886) .....	61 28
Fredericton Gas Co. ....	do Fredericton (to 30th April, 1886).....	487 90
St. John Gas Co.....	do St. John (to 31st March; and for street lamp to 30th April, 1886) .....	1,881 60
Fredericton Water Works	Water for Post Office, Fredericton (1 Year to 31st Oct., 1886)....	10 00
St. John Water Works...	do St. John (1 Year to 30th April, 1886).....	433 41
Woodstock Water Works	do Woodstock (13 Months to 30th April, 1886).....	19 50
	Total.....	\$2,897 69

A. CAMPBELL,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*



# PROVINCE OF MANITOBA, &c.

(I, IN REPORT No. 3, E.)

DETAIL of all payments for Fuel, Light and Water, for the use of the Post Office Department, in Manitoba and the North-West Territories, made within the Year ended 30th June, 1886.

Name.	Particulars.	Amount.
		\$ cts.
Imperial Oil Co.....	Coal oil for Post Office, Winnipeg.....	285 31
W. S. Wallace.....	Water for Inspector's Office, Winnipeg (2 Months to 31st July, 1885) .....	4 00
Dunn & Price, attorneys.	Water for Inspector's Office, Winnipeg (8 Months to 30th June, 1886) .....	12 00
J. Brown.....	Water for Post Office, Winnipeg (1 Year to 31st May, 1886). ..	48 00
	Total.....	\$349 31

A. CAMPBELL,  
Postmaster-General.

H. A. WICKSTEED,  
Accountant.

# PROVINCE OF BRITISH COLUMBIA.

(I, IN REPORT No. 3, F.)

DETAIL of all payments, for Fuel, Light and Water, for the use of the Post Office Department, in British Columbia, made within the Year ended 30th June, 1886.

Name.	Particulars.	Amount.
		\$ cts.
H. H. Berry .....	Coal for Post Office, Granville .....	6 75
Grant & Arkell. ....	Coal oil for Post Office, Granville. ....	2 50
A. Mayer & Co.....	do Nanaimo.....	13 75
W. H. Coburn.....	do do .....	4 75
C. G. Major.....	do New Westminster .....	31 50
Victoria Water Works...	Water for Post Office, Victoria (15 Months to 31st March, 1886). .	15 00
	Total.....	\$74 25

A. CAMPBELL,  
Postmaster-General.

H. A. WICKSTEED,  
Accountant.

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 PROVINCE OF PRINCE EDWARD ISLAND.
 

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(I, IN REPORT No. 3, G.)

DETAIL of all payments for Fuel, Light and Water, for the use of the Post Office Department, in Prince Edward Island, made within the Year ended 30th June, 1886.

Name,	Particulars.	Amount.
.....	Post Office Department's proportion of Gas for the Post Office building at Charlottetown (to 30th June, 1886) .....	\$ cts. 154 05
W. Burhoe.....	Water for Post Office, Charlottetown (1 Year to 31st December, 1885) .....	7 75
	Total.....	\$161 80

A. CAMPBELL,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*

## PROVINCE OF ONTARIO.

(K, IN REPORT NO. 3, A.)

DETAIL of all payment for Miscellaneous Disbursements, on account of the Post Office Department, in Ontario, made within the Year ended 30th June, 1886.

Name.	Particulars.	Amount.
		\$ cts.
J. Dewe, Chief P.O.I.....	Incidental expenses, Chief Post Office Inspector.....	1 15
D. Spry, P.O.I.....	do Post Office Inspector, Barrie.....	60 00
G. E. Griffin, P.O.I.....	do do Kingston.....	53 33
R. W. Barker, P.O.I.....	do do London.....	53 30
T. P. French, P.O.I.....	do do Ottawa.....	269 50
M. Sweetnam, P.O.I.....	do do Toronto.....	166 68
J. H. Meacham, P.M.....	do Postmaster, Belleville.....	224 50
A. D. Clement, P.M.....	do do Brantford.....	36 60
W. Sykes, P.M.....	do do Cobourg.....	5 10
G. McDonnell, P.M.....	do do Cornwall.....	6 50
H. N. Case, P.M.....	do do Hamilton.....	34 88
J. Shannon, P.M.....	do do Kingston.....	39 34
R. J. C. Dawson, P.M.....	do do London.....	111 21
J. A. Gouin, P.M.....	do do Ottawa.....	621 56
T. C. Patteson, P.M.....	do do Toronto.....	290 71
A. Wigle, P.M.....	do do Windsor.....	36 74
G. N.-W. Telegraph Co.	Telegrams to and from Chief Inspector, Ottawa.....	53 68
do	do Post Office Inspector, Barrie.....	34 96
do	do do Kingston.....	73 36
do	do do London.....	56 27
C. M. Telegraph Co.....	do do Ottawa.....	1 75
G. N.-W. Telegraph Co.	do do do	67 67
do	do do Toronto.....	129 68
do	do Postmaster, Belleville.....	0 25
do	do do Hamilton.....	12 25
do	do do Kingston.....	1 78
do	do do London.....	9 51
do	do do Lucan.....	0 35
do	do do Millbrook.....	0 25
do	do do Ottawa.....	22 62
do	do do Toronto.....	109 60
do	do do Windsor.....	3 16
Bell Telephone Co.....	Telephone messages, Post Office Inspector, Barrie.....	3 75
do	do do Kingston.....	1 30
do	do do London.....	1 40
do	do do Toronto.....	1 60
do	do Postmaster, Toronto.....	0 70
Post Office Savings Bank	Commissions to Postmasters upon Savings Bank business (12 Months, to 31st March, 1886).....	9,934 05
United States Post Office Department.....	Transit rates on mail matter passing through United States mails, for other Countries (2 years to 31st December, 1885).....	20,927 27
Newfoundland Post Office Department.....	Balance of transit postage on mail matter passing between the Dominion of Canada and Newfoundland, to 31st Dec., 1884.....	3,368 47
Director of the International Postal Bureau.....	Proportion of Postal Union expenses (1 Year to 31st Dec., 1885).....	327 63
G. C. Ford.....	Postage stamps redeemed and destroyed.....	264 25
F. W. Junge.....	do do	169 71
N. W. Ayer & Son.....	do do	104 15
J. C. Drumgoole.....	do do	64 28
A. Frank.....	do do	42 57
W. McFall.....	do do	31 20
United States Post Office Department.....	do do	27 67



(K, IN REPORT No. 3, A.)—Detail of all payments for Miscellaneous Disbursements, on account of the Post Office Department, in Ontario, made within the Year ended 30th June, 1886.

Name.	Particulars.	Amount.
		\$ cts.
S. J. McCall.....	Postage stamps redeemed and destroyed.....	15 25
S. Polack.....	do do.....	12 53
J. S. Hoigins.....	do do.....	8 29
Grand & Toy.....	do do.....	8 06
W. Cornwell.....	do do.....	6 36
C. W. Bradley & Co.....	do do.....	4 97
Barber, Warner & Co.....	do do.....	3 59
L. Breithaupt & Co.....	do do.....	3 04
F. Judson.....	do do.....	2 77
Toronto Sugar Refining Co.....	do do.....	2 50
H. Morse.....	do do.....	2 00
Risley & Kerrigan.....	do do.....	1 70
Spencer, Fraser & Co.....	do do.....	1 50
C. A. Boeck.....	do do.....	1 36
H. Elliott.....	do do.....	0 93
Imrie & Graham.....	do do.....	0 82
McLaren, Macdonald & Co.....	do do.....	0 82
W. L. Smart.....	do do.....	0 28
Bell Telephone & Co.....	Rent of telephone at Inspector's Office, Barrie (12 Months to 31st Aug., 1886).....	27 50
do.....	Rent of telephone at Inspector's Office, Kingston (12 Months to 30th June, 1886).....	35 00
do.....	Rent of telephone at Inspector's Office, London (12 Months to 30th Sept., 1886).....	55 00
do.....	Rent of telephone at Inspector's Office, Toronto (12 Months to 31st Aug., 1886).....	50 00
do.....	Rent of telephone at Post Office, London (12 Months to 31st Oct., 1886).....	60 00
do.....	Rent of telephone at Post Office, Toronto (12 Months to 31st July, 1886).....	50 00
Canadian Bank of Commerce.....	Refund of postages paid upon Post Office Money Order business.....	91 54
Merchants' Bank.....	do do.....	121 68
Standard Bank.....	do do.....	16 77
London Street Car Co.....	Street car tickets for use of Letter Carriers, London.....	100 00
Ottawa do.....	do do.....	15 00
Toronto do.....	Street car Letter Carrier service, Toronto.....	1,950 00
F. Hendry.....	Express hire for Letter Carriers on Christmas day, Toronto.....	14 50
J. Yates, L. C.....	To pay for Letter Carriers' ferry tickets, Toronto.....	8 30
D. O'Connor.....	Legal expenses in re late Postmaster, Port Hope.....	151 32
Street & Becher.....	do do Glencoe.....	29 64
L. Lees.....	do Smith vs. French.....	18 55
L. E. Wade.....	do in re Coutts for abstraction of mail bag at Brussels.....	8 00
L. L. Hornidge.....	do in re detention of mail bag at Ottawa.....	25 00
L. Howie.....	Detective services in connection with robberies of Post Offices, Peterboro', &c.....	73 10
undry persons.....	Expenses of witnesses, &c., in suit, Queen vs. Sayles.....	141 40
A. Logan.....	Gratuity for services in connection with mail robberies at London Station.....	25 00
uriland Lithograph Co.....	Photo-engraving Post Office Money Order forms.....	2,289 30
ortimer & Co.....	Lithographing Dominion Coat of Arms, for Postal Guides.....	141 47
yre & Spottiswoode.....	British Money Order Lists.....	3 55
Cox.....	Lithographing letter headings for Post Office Savings Bank.....	6 00
Mooney.....	Conveying dutiable goods, between Post Office and Custom House, Toronto.....	135 75
Hendry.....	do do do.....	8 50
Duggan.....	Delivering night mails at the residences of the Postmaster-General and Deputy Postmaster-General.....	72 00

K, IN REPORT No. 3, A.—Detail of all payments for Miscellaneous Disbursements, on account of the Post Office Department, in Ontario, made within the Year ended 30th June, 1886.

Name.	Particulars.	Amount.	
		\$	cts.
J. S. Nivin .....	Report on sanitary condition of Post Office, London, and disinfection of Messenger's premises .....	30	00
F. Hawken, Asst. P.M. ....	Allowance for difference of salary whilst Acting Postmaster, Ottawa .....	1,502	09
J. Reid, Asst. P.M. ....	Allowance for difference of salary whilst Acting Postmaster, Belleville .....	300	00
J. J. Lally, Ry. M. Clerk ..	Compensation for loss sustained by burning of Postal Car .....	99	30
H. Long .....	Expenses in connection with Post Office, at Exhibition building, London, Ont. ....	14	00
G. B. Sweetnam .....	Expenses in connection with Post Office, at Exhibition building, Toronto .....	3	80
J. Little .....	Expenses whilst in charge of Post Office, Parkdale .....	11	00
J. Pringle .....	Expenses of self and Assistant whilst in charge of Post Office, Whitby .....	58	10
J. H. Meacham, P.M. ....	To pay expenses, illuminating and decorating Post Office building, Belleville, upon the return of the Volunteers .....	9	15
A. Grassie .....	Refund of money found in a dead letter and reclaimed .....	15	00
A. Murphy .....	do do .....	5	00
N. J. Hogan .....	do do .....	5	00
S. Workman .....	do do .....	3	00
T. Nicholson .....	do do .....	2	25
J. Bettridge .....	do do .....	2	00
W. Sykes, P.M. ....	To pay for clearing snow from sidewalk at Post Office, Cobourg .....	12	00
J. Ferguson, O. M. Ok. ....	To pay cablegram to the Premier of Canada, from Liverpool .....	9	76
W. J. Topley .....	One large view of Western Block, for Colonial Exhibition .....	1	50
J. Edwards, P.M. ....	To pay for collecting letters from street letter boxes, Barrie .....	300	00
A. D. Clement, P.M. ....	do do Brantford .....	313	00
S. Barfoot, P.M. ....	do do Chatham .....	391	25
W. Sykes, P.M. ....	do do Cobourg .....	199	92
W. A. Hamilton, P.M. ....	do do Collingwood .....	200	00
G. McDonnell, P.M. ....	do do Cornwall .....	469	50
J. Gibson, P.M. ....	do do Ingersoll .....	160	25
G. Bogart, P.M. ....	do do Napanee .....	75	00
G. Stanton, P.M. ....	do do Paris .....	96	00
H. C. Rogers, P.M. ....	do do Peterboro' .....	199	96
T. Shannon, P.M. ....	do do Picton .....	111	50
J. Dowsley, P.M. ....	do do Prescott .....	144	00
R. Lawrie, P.M. ....	do do St. Catharine's .....	313	00
F. E. Ermatinger, P.M. ....	do do St. Thomas .....	165	00
W. Blair, P.M. ....	do do Stratford .....	391	25
H. McColl, P.M. ....	do do Strathroy .....	50	00
A. Wigle, P.M. ....	do do Windsor .....	300	00
A. McCleneghan, P.M. ....	do do Woodstock .....	230	00
W. G. McKenna .....	Services as Laborer, Inspector's Office, London .....	391	25
J. Strous .....	do Post Office, Hamilton .....	456	25
J. Morrissey .....	do do Kingston .....	352	00
J. R. Barrell .....	do do London .....	456	25
W. Brett .....	do do do .....	38	75
M. Macdonald .....	do do Ottawa .....	330	00
W. H. Farrell .....	do do do .....	317	00
T. A. Pirrie .....	do do do .....	240	00
W. Benson .....	do do Toronto .....	391	25
F. Smith .....	do do do .....	391	25
R. Elliott .....	do do do .....	98	75
J. A. Ingram .....	do do do .....	292	50
J. Pretty .....	do do do .....	185	61
H. Bell .....	do do do .....	200	00
T. Gunivcau .....	do do Windsor .....	65	00
E. Hart .....	Services as Night-watchman, Post Office, London .....	547	50
A. Kelly .....	do do Ottawa .....	130	00
F. C. Draper .....	To pay do do Toronto .....		

(K, IN REPORT NO. 3, A.)—Detail of all payments for Miscellaneous Disbursements, on account of the Post Office Department, in Ontario, made within the Year ended 30th June, 1886.

Name.	Particulars.	Amount.
		\$ cts.
G. T. Railway Co. ....	To pay Mail Porter at Union Station, Toronto. ....	187 80
Postmaster, Belleville....	Refund of deposits on box and drawer keys.....	38 65
Postmaster, Hamilton....	Refund of deposits on box and drawer keys.....	10 00
do Kingston.....	do do .....	31 00
do London.....	do do .....	23 00
do Ottawa.....	do do .....	14 00
do Toronto.....	do do .....	96 00
do Windsor.....	do do .....	26 00
J. Corcoran .....	Removal expenses from Goderich to Ottawa. ....	11 35
Sundry persons.. .....	Gratuities for charge of night mails at principal railway stations... ..	65 00
	Total.....	\$55,618 92

A. CAMPBELL,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*



## PROVINCE OF QUEBEC.

(K, IN REPORT No. 3, B)

DETAIL of all payments for Miscellaneous Disbursements, on account of the Post Office Department, in Quebec, made within the Year ended 30th June, 1886.

Name.	Particulars.	Amount.
		\$ cts.
E. F. King, P.O.I. ....	Incidental expenses, Post Office Inspector, Montreal. ....	43 60
W. G. Sheppard, P.O.I. ...	do do Quebec. ....	162 15
G. A. Bourgeois, Actg. P.O.I., Quebec. ....	do do do ....	93 00
G. A. Bourgeois, P.O.I. ...	do do Three Rivers. ....	25 57
J. H. Kerr, P.M. ....	do Postmaster, Hull. ....	38 50
G. LaMothe, P.M. ....	do do Montreal. ....	752 90
A. G. Tourangeau, P.M. ...	do do Quebec. ....	414 20
G. N. W. Telegraph Co. ...	Telegrams to and from Inspector, Montreal. ....	26 19
do ...	do do Quebec. ....	143 52
do ...	do do Three Rivers. ....	18 26
do ...	do Postmaster, Joliette. ....	0 35
do ...	do do Montreal. ....	163 76
do ...	do do Quebec. ....	27 14
Post Office Savings Bank.	Commissions to Postmasters upon Savings Bank business (12 Months to 31st March, 1886). ....	1,434 51
United States Post Office Department. ....	Transit rates on mail matter passing through United States mails, for other Countries (2 Years to 31st Dec., 1885). ....	7,953 34
Director of the Interna- tional Postal Bureau. ...	Proportion of Postal Union expenses (12 Months to 31st Dec., 1885) ....	124 84
Newfoundland Post Of- fice Department. ....	Balance of transit postage on mail matter passing between Newfoundland and the Dominion of Canada, to 31st Dec., 1884	1,289 21
C. C. Ford. ....	Postage stamps redeemed and destroyed. ....	100 70
C. F. W. Junge. ....	do do ....	60 86
N. W. Ayer & Son. ....	do do ....	39 68
J. C. Drumgoole. ....	do do ....	24 49
L. H. Bélanger. ....	do do ....	12 26
United States Post Office Department. ....	do do ....	10 54
Perrault Printing Co. ...	do do ....	7 60
Davis & Sons. ....	do do ....	4 99
J. Ward. ....	do do ....	4 19
Bacon Bros. ....	do do ....	2 55
W. Darling & Co. ....	do do ....	2 03
S. G. Marsan. ....	do do ....	1 67
"Post" Printing Co. ....	do do ....	1 63
W. S. Louson. ....	do do ....	1 08
F. Gormley. ....	do do ....	1 00
E. Chaplin. ....	do do ....	0 98
Canadian Reporting and Collecting Association	do do ....	0 90
E. Morris. ....	do do ....	0 80
Bell Telephone Co. ....	Rent of telephones at Inspector's Office and residence, Quebec (12 Months to 31st December, 1886). ....	85 00
do ...	do Inspector's Office and Post Office, Three Rivers (12 Months to 19th October, 1886, including removal). ....	67 00
do ...	do Post Office and Bonaventure Station, Mon- treal (12 Months to 30th September, 1886)	100 00
do ...	Rent of telephone at Post Office, St. Hyacinthe (12 Months to 15th June, 1886) ....	20 00
Can. District Tel. Co. ....	Rent of alarm box, Post Office, Montreal (12 Months to 31st January, 1886). ....	12 00
Molson's Bank. ....	Refund of postages paid upon Post Office Money Order business.	24 29

(K, IN REPORT No. 3, B)--Detail of all payments for Miscellaneous Disbursements, on account of the Post Office Department, in Quebec, made within the Year ended 30th June, 1886.

Name.	Particulars.	Amount.
		\$ cts.
O. A. Cinq-Mars.....	Detective services in connection with missing parcel, Post Office, Montreal.....	5 00
Sundry Persons....	Expenses in connection with mail robbery at Kingsey Station...	172 45
Burland Litho. Co.....	Photo-engraving Post Office Money Order forms.....	382 80
Mortimer & Co.....	Lithographing Dominion Coat of Arms for Postal Guides.....	53 91
J. E. Bolduc, Asst. P.M.	Allowance for difference of salary whilst acting Postmaster, Quebec.....	250 00
O. Fortier.....	Translation of official forms.....	120 00
L. Barré.....	Removing snow and ice from roof, Post Office, Montreal.....	100 00
L. Barré.....	Washing and removing double windows, &c., from Post Office, Montreal.....	80 00
J. Rusk.....	Removing snow from Post Office, Quebec.....	100 00
G. Langlois.....	Removing snow from roof, Post Office, Quebec.....	8 00
M. Hudon.....	Moving coal, carting away ashes, &c., Post Office, Quebec.....	63 85
E. Perry.....	Refund of money found in a dead letter and reclaimed.....	12 25
P. H. Graham.....	do do.....	10 00
J. Gagnon.....	do do.....	4 46
O. J. Devlin.....	Draping Post Office, Montreal, with black, on occasion of funeral of Archbishop Bourget.....	20 00
L. N. Dumouchel.....	Deed for continuation of lease of Northern Receiving House, Montreal.....	2 50
Canada Bank Note Co...	Printing financial statement, Post Office, Montreal.....	9 00
A. Frault.....	Copies of French Postal Guide.....	5 39
H. O'Brien.....	Inspection of Post Offices on north shore of Gulf of St. Lawrence.	100 00
J. Everts.....	Allowance for attendance on British mails, upon their arrival at South Quebec.....	100 00
G. A. Bourgeois, P.O.I...	To pay services of Messenger at Inspector's Office, Three Rivers.	240 00
L. Quinlan.....	Services as laborer at Post Office, Montreal.....	456 25
J. Manning.....	do do.....	456 25
T. Cunningham.....	do do.....	456 25
E. Barcelo.....	do do.....	365 00
E. Gloran.....	do do.....	22 50
P. Jones.....	do do.....	388 75
R. Lanning.....	do do.....	383 75
J. McLaughlin.....	do do.....	365 00
J. McElheron.....	do do.....	186 25
R. Talbot.....	do and Sunday-watchman, Post Office, Montreal.	567 75
A. Trudel.....	Services as Fireman and Night-watchman, Post Office, Montreal.	456 25
L. Renois.....	Services as Sunday-watchman, Post Office, Montreal.....	18 75
H. Lacken.....	Services as Mail Porter at C.P. Railway Station, Montreal.....	456 25
J. Hayden.....	Services as Night-watchman, Post Office, Quebec.....	12 00
Postmaster, Montreal.....	Refund of deposits on box and drawer keys.....	83 00
do Quebec.....	do do.....	13 00
Postmaster, Point St. Charles.....	Superintending and accommodating Letter Carriers' Branch....	200 00
	Total.....	\$ 10,029 59

A. CAMPBELL,  
Postmaster-General.

H. A. WICKSTEED,  
Accountant.

## PROVINCE OF NOVA SCOTIA.

(K, IN REPORT No. 3, C.)

DETAIL of all payments for Miscellaneous Disbursements, on account of the Post Office Department, in Nova Scotia, made within the Year ended 30th June, 1886.

Name.	Particulars.	Amount.
		\$ cts.
C. J. Macdonald, P.O.I.	Incidental expenses, Post Office Inspector, Halifax .....	272 85
H. W. Blackadar, P.M.	do Postmaster do .....	205 70
Western Union Telegraph Co.	Telegrams to and from Post Office Inspector do .....	264 87
do do	do Postmaster do .....	49 07
Post Office Savings Bank	Commission to Postmasters upon Savings Bank business (9 Months, to 31st March, 1886) .....	141 22
United States Post Office Department	Transit rates on mail matter passing through United States mails for other Countries (2 Years, to 31st Dec., 1885) .....	2,907 33
Director of the International Postal Bureau	Proportion of Postal Union expenses (12 Months, to 31st Dec., 1885) .....	45 98
Newfoundland Post Office Department	Balance of transit postage on mail matter passing between Newfoundland and the Dominion of Canada, to 31st Dec., 1884..	472 88
Control Department	Military and naval postage, paid within the Dominion, and refunded .....	33 22
O. C. Ford	Postage stamps redeemed and destroyed .....	37 08
C. F. W. Junge	do do .....	22 41
N. W. Ayer & Son	do do .....	14 61
J. C. Drumgoole	do do .....	9 02
United States Post Office Department	do do .....	3 89
Bell Telephone Co	Rent of telephone at Inspector's office, Halifax (12 Months, to 30th Sept., 1886) .....	40 00
do	Rent of telephone at Post Office, Halifax (12 Months, to 30th April, 1886) .....	40 00
W. Graham	Legal expenses <i>in re</i> robbery of Post Office, Canning. ....	26 50
N. Power	Detective services in connection with robbery of Post Office, Elmsdale .....	12 00
Burland Lithographic Co	Photo-engraving Post Office Money Order forms. ....	589 20
Mortimer & Co.	Lithographing Dominion coat of arms for Postal Guides. ....	19 85
J. G. Smith	Omnibus tickets for Letter Carriers, Post Office, Halifax .....	4 00
T. M. Power	do do do .....	12 00
A. Browne	Allowance for attendance upon English mails, and assorting bags upon their arrival at Halifax .....	111 00
J. C. Dumaresq	Architect's plans of fittings for Post Office, Halifax. ....	30 00
A. J. Hood, P.M.	To pay for collecting letters from street letter-boxes, Yarmouth.	130 00
Postmaster, Halifax	Ship letter gratuities paid at Post Office, Halifax .....	0 90
do Lockport	do do Lockport .....	3 80
do Port Medway	do do Port Medway .....	0 20
do Yarmouth	do do Yarmouth .....	0 42
do Halifax	Refund of deposits on box and drawer keys .....	21 50
	Total .....	\$5,521 50

A. CAMPBELL,  
Postmaster-General.

H. A. WICKSTEED,  
Accountant.



## PROVINCE OF NEW BRUNSWICK.

(K, IN REPORT No. 3, D.)

**DETAIL** of all payments for Miscellaneous Disbursements, on account of the Post Office Department, in New Brunswick, made within the Year ended 30th June, 1886.

Name.	Particulars.	Amount.
		\$ cts.
J. McMillan, P.O.I.....	Incidental expenses, Post Office Inspector, St. John.....	125 00
P. McPeake, P.M.....	do Postmaster, Fredericton.....	33 18
S. J. King, P.M.....	do do St. John.....	389 08
W. U. Telegraph Co.....	Telegrams to and from Post Office Inspector, St. John.....	109 24
do	do Postmaster, Fredericton.....	8 20
do	do do St. John.....	30 06
Post Office Savings Bank	Commissions to Postmasters upon Savings Bank business (9 Months to 31st March, 1886).....	188 95
United States Post Office Department .....	Transit rates on mail matter passing through United States mails for other Countries (2 Years to 31st Dec., 1885) .....	2,397 71
Director of the International Postal Bureau...	Proportion of Postal Union expenses (12 Months to 31st Dec., 1885) .....	35 04
Newfoundland Post Office Department.....	Balance of transit postage on mail matter passing between Newfoundland and the Dominion of Canada, to 31st Dec., 1884.....	393 00
C. C. Ford.....	Postage stamps redeemed and destroyed.....	28 26
C. F. W. Junge.....	do do .....	17 08
N. W. Ayer & Son.....	do do .....	11 14
J. C. Drumgoole.....	do do .....	6 87
United States Post Office Department .....	do do .....	2 96
Bell Telephone Co.....	Rent of telephone at Inspector's office, St. John (12 Months to 30th Sept., 1886).....	40 00
do .....	Rent of telephone at Post Office, Fredericton (12 Months to 30th Sept., 1886) .....	20 00
Borden & Atkinson.....	Legal expenses, Queen vs. Smith, in re mail robbery between Halifax and St. John.....	40 00
J. Ring.....	Detective services in connection with missing registered package from Woodstock.....	44 00
Burland Lithograph Co..	Photo-engraving Post Office Money Order forms .....	400 20
Mortimer & Co.....	Lithographing Dominion Coat of Arms for Postal Guides.....	15 13
C. Mailman.....	Washing and putting up double windows at Post Office, Carleton .....	5 35
J. Currie.....	Fumigating mails, Post Office, Fredericton .....	4 00
M. A. Macleod.....	Services as laborer, Post Office, St. John.....	456 25
P. McPeake, P.M.....	To pay for collecting letters from street letter boxes, Fredericton .....	90 00
Postmaster, St. John.....	Ship letter gratuities paid at Post Office, St. John .....	21 86
do Fredericton.....	Refund of deposits on box and drawer keys.....	7 00
do St. John.....	do do .....	21 00
Sundry person.....	Gratuities for charge of mails at principal railway stations, and on railway trains .....	82 25
	<b>Total.....</b>	<b>\$5,022 81</b>

A. CAMPPELL,  
Postmaster-General.

H. A. WICKSTEED,  
Accountant.

## PROVINCE OF MANITOBA, &amp;c.

(K, IN REPORT No. 3, E.)

DETAIL of all payments for Miscellaneous Disbursements, on account of the Post Office Department, in Manitoba and the North-West Territories, made within the Year ended 30th June, 1886.

Name.	Particulars.	Amount.
		\$ cts.
W. W. McLeod, P.O.I....	Incidental expenses, Post Office Inspector, Winnipeg.....	31 80
W. Hargrave, P.M. ....	do Postmaster, Winnipeg.....	117 26
C.P.R. Telegraph Co. ....	Telegrams to and from Post Office Inspector, Winnipeg.....	605 36
G.N.W. Telegraph Co....	do do .....	57 67
C.P.R. Telegraph Co....	do Postmaster, Winnipeg.....	10 55
Bell Telephone Co. ....	Telephone messages to and from Post Office Inspector, Winnipeg	0 60
United States Post Office Department .....	Transit rates on mail matter passing through United States mails for other Countries (2 Years to 31st December, 1885).....	2,152 72
Director of the International Bureau.....	Proportion of Postal Union expenses (12 Months to 31st December, 1885) .....	33 64
Newfoundland Post Office Department .....	Balance of transit postage on mail matter passing between Newfoundland and the Dominion of Canada, to 31st Dec., 1884...	348 57
C. C. Fort .....	Postage Stamps redeemed and destroyed.....	27 12
C. F. W. Junge .....	do do .....	16 40
N. W. Ayer & Son .....	do do .....	10 69
J. C. Drumgoole.....	do do .....	6 60
United States Post Office Department .....	do do .....	2 84
Bell Telephone Co .....	Rent of telephone at Post Office, Winnipeg (12 Months to 30th November, 1886) .....	50 00
L. W. Coultee .....	Legal expenses, Queen vs. Duffy, <i>in re</i> mail robbery between St Vincent and Winnipeg.....	99 00
Aikins, Culver & Hamilton .....	Legal expenses, Queen vs. Dennis, <i>in re</i> abstraction of letters from Post Office, Nelson .....	25 00
Furland Litho Co. ....	Photo-engraving Post Office Money Order forms .....	209 40
Mortimer & Co. ....	Lithographing Dominion Coat of Arms for Postal Guides .....	14 52
Militia Department .....	Military postage paid by the Troops whilst on active service in the North-West, and refunded. ....	876 79
A. J. Patton .....	Allowance for difference of salary whilst Acting Assistant Post Office Inspector, Winnipeg .....	180 00
North-West Mounted Police.....	Charge and Police protection of mails upon railway trains, during the late disturbance in the North-West.....	8,314 40
R. Graves .....	Expenses whilst in charge of Post Office, Swift Current .....	263 00
W. Braden .....	Expenses whilst in charge of military mail service at Qu'Appelle.	184 00
Postmaster, Moose Jaw .....	Allowance for extra work during North-West disturbance .....	100 00
do Fort Pitt .....	Refund of money lost by fire during North-West disturbance .....	30 33
F. W. Mutchmor.....	Conveying dutiable goods from Post Office to Custom House, Emerson .....	16 50
W. S. Wallace .....	Services as laborer at Inspector's Office, Winnipeg .....	271 50
G. A. Pridham .....	do Post Office, Winnipeg .....	456 25
Postmaster, Winnipeg....	Refund of deposits on box and drawer keys .....	152 00
	Total.....	\$14,664 51

A. CAMPBELL,

Postmaster-General.

H. A. WICKSTEED,

Accountant.

## PROVINCE OF BRITISH COLUMBIA.

(K, IN REPORT NO. 3, F.)

DETAIL of all payments for Miscellaneous Disbursements, on account of the Post Office Department, in British Columbia, made within the Year ended 30th June, 1886.

Name.	Particulars.	Amount.
		\$ cts.
E. H. Fletcher, P.O.I.....	Incidental expenses, Post Office Inspector, Victoria.....	49 85
C. Simpson, P.M.....	do Postmaster, Granville.....	1 00
J. C. Brown, P.M.....	do do New Westminster.....	48 25
R. Wallace, P.M.....	do do Victoria.....	56 25
F. Brown, P.M.....	do do Yale.....	1 25
Telegraph and Signal Service.....	Telegrams to and from Post Office Inspector, Victoria.....	59 37
do.....	do Postmaster, New Westminster.....	1 75
United States Post Office Department.....	Transit rates on mail matter passing through United States mails, for other Countries (2 Years to 31st December, 1885).....	614 01
Director of the International Postal Bureau.....	Proportion of Postal Union expenses (12 Months to 31st December, 1885).....	10 29
Newfoundland Post Office Department.....	Balance of transit postage on mail matter passing between Newfoundland and the Dominion of Canada, to 31st Dec., 1884 ..	98 85
O. C. Ford.....	Postage stamps redeemed and destroyed.....	8 31
O. F. W. Junge.....	do do.....	5 02
N. W. Ayer & Son.....	do do.....	3 27
J. C. Drumgoole.....	do do.....	2 02
United States Post Office Department.....	do do.....	0 87
Burland Litho. Co.....	Photo-engraving Post Office Money Order forms.....	188 40
Mortimer & Co.....	Lithographing Dominion Coat of Arms for Postal Guides.....	4 45
Postmaster, Esquimaux.....	Indemnity for postage stamps stolen from Post Office, Esquimaux.....	15 00
W. R. Austin.....	Expenses in connection with mails at Port Moody.....	4 00
Postmaster, Victoria.....	To pay for collecting letters from street letter boxes, Victoria....	270 00
do New Westminster.....	Refund of deposits on box and drawer keys.....	23 25
Postmaster, Victoria.....	do do.....	126 00
T. A. Cairns.....	Removal expenses, Winnipeg to Victoria.....	165 00
	Total.....	\$1,756 46

A. CAMPBELL,

Postmaster-General.

H. A. WICKSTEED.

Accountant.



# PROVINCE OF PRINCE EDWARD ISLAND.

(K, IN REPORT NO. 3, G.)

DETAIL of all payments for Miscellaneous Disbursements, on account of the Post Office Department, in Prince Edward Island, made within the Year ended 30th June, 1886.

Name.	Particulars.	Amount.
		\$ cts.
F. de St. C. Brecken, P.M.	Incidental expenses, Postmaster, Charlottetown.....	70 02
Anglo-American Tel. Co.	Telegrams to and from do .....	148 69
United States Post Office Department .....	Transit rates on mail matter passing through United States mails for other Countries (2 Years to 31st December, 1885) .....	464 67
Director of the International Postal Bureau...	Proportion of Postal Union expenses (12 Months to 31st December, 1885) .....	7 22
Newfoundland Post Office Department .....	Balance of transit postage on mail matter passing between Newfoundland and the Dominion of Canada, to 31st Dec., 1884....	75 53
C. C. Ford. ....	Postage stamps redeemed and destroyed .....	5 82
C. F. W. Junge. ....	do do .....	3 52
N. W. Ayer & Son .....	do do .....	2 30
J. O. Drumgoole.....	do do .....	1 42
United States Post Office Department.....	do do .....	0 61
Bell Telephone Co .....	Rent of telephone at Post Office, Charlottetown (6 Months to 31st May, 1886).....	15 00
Burland Litho. Co .....	Photo-engraving Post Office Money Order forms .....	39 90
Mortimer & Co.....	Lithographing Dominion Coat of Arms for Postal Guides. ....	3 11
J. Grant .....	Special services in Post Office, Charlottetown.....	200 00
P. E. I. Navigation Co...	Expenses in connection with Prince Edward Island mails.....	232 00
J. B. Allen.....	Gratuity for extra services as Telegraph Operator at Cape Tormentine, N.B., Seasons 1884-85 and 1885-86 .....	120 00
T. C. Muncey.....	Gratuity for extra services as Telegraph Operator, and for charge, &c., of mail bags at Cape Traverse, P.E.I., Seasons 1884-85 and 1885-86.....	140 00
	Total.....	\$1,529 81

A. CAMPBELL,

*Postmaster-General.*

H. A. WICKSTEED,

*Accountant.*

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## PART III.

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## PROVINCE OF ONTARIO.

## REPORT No. 6.

SHOWING the Money Order Offices in operation at any time within the Year ended 30th June, 1886; the County wherein such Office is situated; the Number and Amount of Money Orders issued; the Amount of Orders paid; the Amount of Commission arising therefrom, at each Office, respectively, and the Amount paid to the Postmaster at each Office, as compensation for transacting the Money Order business during the same period.

Name of Office.	County.	Number of Orders Issued.	Total Orders Issued.	Total Commission received from Public.	Total Orders Paid.	Compensation paid to Postmasters on M. O. business.
			\$ cts.	\$ cts.	\$ cts.	\$ cts.
Aberfoyle.....	Wellington.....	105	1,177 30	8 22	274 52	2 93
Acton.....	Halton.....	564	8,723 49	68 48	4,414 47	22 55
Adelaide.....	Middlesex.....	123	3,034 28	18 08	414 85	7 68
Ailsa Craig.....	do.....	368	5,930 56	47 28	2,181 29	15 38
Albion.....	Cardwell.....	259	7,682 77	49 22	2,626 07	19 52
Aldboro'.....	Elgin.....	31	444 03	3 40	250 00	1 10
Alexandria.....	Glengarry.....	289	9,549 74	68 88	4,942 58	28 06
Algoma Mills.....	Algoma.....				1,328 45	37
Allandale.....	Simcoe.....	213	4,189 61	28 60	1,082 70	11 39
Allenford.....	Bruce.....	269	6,471 70	39 80	1,396 93	16 34
Allensville.....	Muskoka.....	166	2,373 84	16 29	654 49	7 04
Alliston.....	Simcoe.....	455	7,616 84	54 16	6,681 64	20 51
Alma.....	Wellington.....	203	2,304 97	17 55	319 19	5 77
Almoute.....	Lanark.....	590	9,001 49	77 13	7,811 03	24 82
Alton.....	Cardwell.....	228	3,590 57	24 78	845 55	9 06
Alvinston.....	Lambton.....	334	4,657 64	35 98	1,291 77	12 22
Amherstburg.....	Essex.....	971	14,778 91	109 56	5,215 84	42 42
Ancaster.....	Brant.....	209	10,000 20	60 06	1,545 30	25 43
Angus.....	Simcoe.....	55	811 53	6 41	1,489 53	2 52
Appleton.....	Lanark.....	19	343 89	2 13	295 90	89
Arkona.....	Lambton.....	664	12,762 14	86 91	2,615 26	32 42
Arkwright.....	Bruce.....	54	1,733 86	11 53	360 28	4 55
Arnprior.....	Renfrew.....	481	9,052 93	67 06	4,466 29	24 07
Arthur.....	Wellington.....	504	11,397 50	75 14	5,758 61	31 23
Aultsville.....	Stormont.....	238	5,404 95	35 56	1,344 85	13 94
Aurora.....	York.....	558	8,711 86	62 94	11,324 99	25 23
Avening.....	Simcoe.....	193	6,293 02	36 98	164 58	15 72
Aylmer West.....	Elgin.....	1,328	20,129 91	146 88	10,551 71	53 09
Ayr.....	Waterloo.....	1,038	12,377 29	99 30	28,015 68	32 73
Ayton.....	Grey.....	247	6,221 11	45 90	1,766 92	15 83
Baden.....	Waterloo.....	168	2,642 36	23 38	1,693 28	6 62
Baileboro'.....	Peterboro'.....	168	2,284 08	16 40	430 13	5 83
Bancroft.....	Hastings.....	401	16,167 55	91 56	872 67	40 86
Barrie.....	Simcoe.....	1,810	27,279 81	219 51	28,964 88	76 11
Bath.....	Lennox.....	438	7,415 15	50 73	2,263 73	19 09
Bayfield.....	Huron.....	572	13,656 48	86 09	1,645 42	34 52
Baysville.....	Ontario.....	156	3,568 18	23 17	1,065 17	9 07
Beachburg.....	Renfrew.....	58	1,211 02	8 29	830 68	3 07
Beachville.....	Oxford.....	244	3,380 63	24 55	971 16	9 11
Beamsville.....	Lincoln.....	772	12,342 11	87 26	4,213 46	31 92
Beaverton.....	Ontario.....	330	6,120 78	43 74	4,772 86	16 33
Beeton.....	Simcoe.....	323	5,064 14	33 31	4,209 02	13 12
Belle River.....	Essex.....	58	1,086 94	7 50	2,395 87	3 48
Belleville.....	Hastings.....	2,685	38,418 20	328 34	43,365 63	.....
Bell Ewart.....	Simcoe.....	10	122 95	1 07	235 09	30



REPORT No. 6.—Province of Ontario, &c.—*Continued.*

Name of Office.	County.	Number of Orders Issued.	Total Orders Issued.	Total Commis- sion received from Public.	Total Orders Paid.	Com- pensation paid to Post- masters on M. O. business.
			\$ cts.	\$ cts.	\$ cts.	\$ cts.
Al's Corners.....	Carleton.....	50	1,675 70	9 72	44 68	4 22
Alwood.....	Wellington.....	263	6,039 08	40 32	1,286 41	15 21
Arline.....	Waterloo.....	1,391	18,691 63	151 67	29,814 02	51 32
Arthurs.....	Durham.....	211	3,495 16	23 61	1,020 25	9 02
Arctating.....	Algoma.....	714	34,206 41	228 94	814 59	85 50
Arnhem.....	Kent.....	611	8,333 60	61 15	3,461 53	22 74
Arnevale.....	Huron.....	78	2,483 53	15 08	460 10	6 20
Arth.....	do.....	443	7,776 08	55 71	4,513 62	20 01
Arctageon.....	Victoria.....	444	15,152 60	90 83	2,011 97	38 88
Arthead.....	York.....	78	1,437 20	10 18	835 39	3 80
Arthwell.....	Bothwell.....	836	13,316 81	99 91	5,609 63	36 46
Armanville.....	Durham.....	1,308	14,971 01	129 46	11,649 97	40 16
Arcebridge.....	Ontario.....	615	14,813 00	102 78	9 492 10	43 12
Arford.....	York.....	585	10,015 52	73 42	3,247 32	25 91
Arampton.....	Peel.....	891	17,862 50	137 75	21,710 80	47 86
Arntford.....	Brant.....	3,578	46,517 51	400 38	93,330 15	135 39
Ardgewater.....	Hastings.....	157	2,253 10	15 34	1,120 74	6 18
Argh.....	Oxford.....	222	3,720 07	23 17	1,805 11	9 56
Argheton.....	Northumberland.....	719	7,849 42	57 50	4,471 56	23 46
Arckville.....	Leeds.....	1,976	26,009 21	224 64	32,436 46	74 52
Arnte.....	Halton.....	70	1,031 11	8 73	798 33	2 83
Arnokin.....	Ontario.....	320	5,168 28	34 89	2,281 47	14 01
Arnham.....	do.....	69	1,938 68	12 10	587 96	4 90
Arnce Mines.....	Algoma.....	401	10,782 13	71 65	7,707 63	29 23
Arncells.....	Huron.....	772	15,616 24	110 19	6,388 78	41 77
Arncford.....	Brant.....	528	12,089 54	77 45	1,501 77	30 92
Arnclington.....	Halton.....	430	6,390 02	49 81	5,659 91	18 89
Arng Inlet North.....	Muskoka.....	147	5,941 14	33 53	1,053 42	14 97
Arstorville.....	Wentworth.....	52	1,846 74	10 84	287 57	4 60
Arledon.....	Cardwell.....	106	3,002 80	18 87	664 29	7 51
Arledonia.....	Haldimand.....	533	12,332 67	79 50	3,424 99	31 76
Armbay.....	Victoria.....	95	2,820 75	18 44	908 04	7 74
Armlachie.....	Lambton.....	74	1,114 33	9 07	382 98	3 17
Armpbellford.....	Northumberland.....	724	13,198 29	96 66	5,094 27	34 63
Armpbellville.....	Halton.....	224	4,897 01	29 84	373 12	12 26
Arnnington.....	Ontario.....	728	9,728 60	67 25	5,437 15	25 22
Arncardinal.....	Grenville.....	425	9,055 65	73 34	1,676 92	24 01
Arngill.....	Bruce.....	162	2,022 25	15 17	2,043 45	5 13
Arncleton Place.....	Lanark.....	594	11,710 33	90 41	4,692 88	31 61
Arnstleton.....	Northumberland.....	166	3,997 74	25 49	537 15	10 34
Arnyuga.....	Haldimand.....	1,155	30,060 26	191 24	5,044 42	76 12
Arnaring Cross.....	Kent.....	53	1,347 90	8 49	154 52	3 38
Arntham.....	do.....	2,779	34,082 59	305 10	34,752 85	103 84
Arntsworth.....	Grey.....	372	10,410 41	68 94	3,747 92	26 64
Arnsley.....	Bruce.....	443	9,214 38	66 15	5,039 59	23 54
Arnesterville.....	Dundas.....	50	1,583 16	11 45	1,520 40	4 34
Arnpawa.....	Welland.....	199	2,933 88	23 99	2,110 40	8 12
Arndeboye.....	Middlesex.....	151	1,305 90	8 91	548 57	3 27
Arnremont.....	Ontario.....	157	5,542 34	35 03	1,812 52	14 17
Arrence.....	Russell.....	48	1,436 65	9 14	1,244 64	3 88
Arnrke.....	Durham.....	78	860 05	6 41	429 58	3 15
Arnrksburg.....	Grey.....	606	17,579 66	110 65	6,548 68	46 81
Arnrville.....	Elgin.....	310	8,359 23	48 64	432 56	21 03
Arnford.....	Wellington.....	355	6,618 55	43 79	3,283 49	17 18
Arnton.....	Huron.....	763	14,124 84	115 40	16,038 56	38 33
Arnden.....	Renfrew.....	31	1,199 26	8 09	1,267 48	3 24
Arnpoung.....	Northumberland.....	1,774	25,429 24	210 01	18,106 20	73 63
Arnborne.....	do.....	949	11,947 98	87 44	7,560 76	31 72
Arndwater.....	Simcoe.....	208	3,532 77	23 47	1,058 54	9 69

\* Opened 2nd July, 1885.

## REPORT No. 6.—Province of Ontario, &amp;c.—Continued.

Name of Office.	County.	Number of Orders Issued.	Total Orders Issued.	Total Commission received from Public.	Total Orders Paid.	Compensation paid to Post-masters on M. O. business.
			\$ cts.	\$ cts.	\$ cts.	\$ cts.
Collingwood.....	Simcoe.....	1,335	21,308 05	155 65	27,801 62	61 27
Colpoys Bay.....	Bruce.....	37	405 13	2 81	293 57	1 28
Columbus.....	Ontario.....	77	1,810 75	12 53	696 52	4 79
Conestogo.....	Waterloo.....	129	2,086 85	15 24	384 95	5 24
Consecon.....	Prince Edward.....	253	3,563 66	24 77	1,907 39	9 02
Cookstown.....	Simcoe.....	114	4,470 66	29 89	2,001 89	11 36
Cooksville.....	Peel.....	77	3,050 27	13 18	1,043 98	7 80
Corrwall.....	Stormont.....	1,210	19,991 56	161 72	13,954 79	58 10
Corunna.....	Lambton.....	156	2,276 15	17 41	700 84	6 29
Courtright.....	do.....	195	4,031 31	26 55	2,681 90	10 47
Craighurst.....	Simcoe.....	119	3,121 56	18 69	127 56	7 80
Credit.....	Peel.....	59	1,297 88	8 44	419 85	3 39
Crediton.....	Middlesex.....	241	7,349 98	53 96	1,937 29	19 07
Creemore.....	Simcoe.....	843	31,336 80	181 58	2,270 25	79 12
Crysler.....	Stormont.....	253	9,308 75	58 77	1,226 36	23 88
Cumberland.....	Russell.....	285	5,729 26	38 88	1,485 72	15 14
Delaware.....	Middlesex.....	244	3,814 14	28 12	838 48	9 94
Delhi.....	Norfolk.....	631	10,768 75	75 35	2,907 20	27 86
Delta.....	Leeds.....	65	2,623 10	18 11	631 56	7 46
Desboro.....	Grey.....	270	6,477 96	40 45	477 72	16 25
Deseronto.....	Hastings.....	500	7,168 16	57 11	3,192 53	19 51
Dickinson's Landing.....	Stormont.....	108	2,171 10	16 78	1,083 42	6 04
Dorchester Station.....	Middlesex.....	77	1,363 17	10 03	1,485 47	3 44
Drayton.....	Wellington.....	218	3,597 17	25 33	5,291 98	9 72
Dresden.....	Bothwell.....	1,166	16,846 71	121 89	6,492 53	45 19
Drumbo.....	Brant.....	145	3,656 80	23 88	2,258 84	9 47
Duart.....	Elgin.....	213	2,391 90	20 09	1,102 58	6 93
Dublin.....	Perth.....	103	5,978 85	35 09	736 20	15 35
* Dunbar.....	Dundas.....	.....	.....	.....	15 00	.....
Dunbarton.....	Ontario.....	43	1,377 23	11 20	327 15	3 43
† Dunchurch.....	Muskoka and Parry Sound.....	27	951 58	5 91	55 00	2 34
Dundalk (late Dundalk Station).....	Grey.....	685	23,255 23	135 77	6,621 49	59 12
Dundas.....	Wentworth.....	1,018	14,382 78	123 54	15,997 12	39 27
Dungannon.....	Huron.....	388	12,999 14	80 26	1,023 86	32 51
Dunnville.....	Monck.....	844	15,934 96	110 16	8,546 51	44 79
Dunvegan.....	Glengarry.....	86	2,268 75	14 75	1,181 15	6 77
Durham.....	Grey.....	603	13,027 11	85 12	9,661 10	34 95
Dutton Station.....	Elgin.....	264	6,343 98	38 90	1,507 37	16 30
Edgar.....	Simcoe.....	13	255 26	2 14	241 37	64
Eganville.....	Renfrew.....	200	7,857 43	50 29	1,468 78	20 46
Edmundville.....	Huron.....	128	1,298 53	10 11	308 70	3 24
Elmira.....	Waterloo.....	377	7,151 49	54 96	2,021 42	18 67
Elmwood.....	Bruce.....	163	3,453 84	23 98	1,702 42	9 16
Elora.....	Wellington.....	811	11,987 43	86 17	10,870 39	31 68
Embro.....	Oxford.....	392	8,867 91	63 05	1,808 16	22 52
Emisdale.....	Muskoka.....	99	2,993 37	20 49	2,953 36	8 32
Erin.....	Wellington.....	240	6,353 76	47 12	1,880 79	16 36
Essex Centre.....	Essex.....	745	12,696 24	91 09	7,160 88	34 10
Exeter.....	Middlesex.....	861	15,858 85	120 91	7,773 19	41 15
Farmersville.....	Leeds.....	61	1,728 30	13 38	1,135 26	4 46
Fenelon Falls.....	Victoria.....	537	14,799 96	95 36	3,981 56	33 24
Fergus.....	Wellington.....	1,025	17,863 20	123 09	8,258 57	47 24
Fingal.....	Elgin.....	357	7,534 73	51 25	2,293 11	19 24
Fisherville.....	Haldimand.....	230	10,798 70	61 03	449 01	27 51
† Fleisherton.....	Grey.....	314	9,848 51	65 91	2,694 57	25 06

† Opened 2nd Jan., 1886.

† Opened 2nd July, 1885.

\* Closed 30th Sept., 1885.



## REPORT No. 6.—Province of Ontario, &amp;c —Continued.

Name of Office.	County.	Number of Orders Issued.	Total Orders Issued.	Total Commis- sion received from Public.	Total Orders Paid.	Com- pensation paid to Post- masters on M. O. business.
			\$ cts.	\$ cts.	\$ cts.	\$ cts.
Florence.....	Middlesex.....	347	6,394 43	43 55	3,462 88	16 54
Fonthill.....	Monck.....	241	2,976 17	24 38	2,046 47	7 88
Fordwich.....	Huron.....	201	6,037 29	37 86	568 77	15 13
Forest.....	Lambton.....	1,248	12,743 41	104 74	4,552 06	33 70
Fort Erie.....	Welland.....	523	7,214 74	52 37	4,672 86	20 39
Frankford.....	Hastings.....	250	5,422 01	35 74	1,454 76	14 24
Freelton.....	Wentworth.....	139	2,749 22	18 14	1,326 43	6 87
Galt.....	Waterloo.....	2,829	35,782 10	299 66	39,483 95	96 19
Gananoque.....	Leeds.....	1,168	19,093 56	163 74	8,331 35	50 42
Georgetown.....	Halton.....	824	14,111 22	104 94	7,817 19	39 53
Glamis.....	Bruce.....	143	3,228 82	21 33	1,369 85	8 45
Glenallan.....	Wellington.....	293	8,422 40	50 16	923 37	21 21
Glencoe.....	Middlesex.....	445	8,705 98	63 05	4,100 72	22 15
Goderich.....	Huron.....	1,823	28,618 30	213 28	17,533 66	78 42
*Gore Bay.....	Algoma.....	113	3,625 87	22 51	1,601 46	9 18
Gorrie.....	Huron.....	355	5,657 82	36 74	3,291 58	14 53
Grafton.....	Northumberland..	173	4,266 93	30 64	2,217 17	11 22
Grand Valley (late Luther)	Wellington.....	290	6,952 17	44 13	1,317 21	17 90
Granton.....	Middlesex.....	170	2,482 27	18 67	648 59	6 22
Gravenhurst.....	Simcoe.....	611	12,625 26	87 84	7,072 75	34 69
Greenwood.....	Ontario.....	56	1,704 42	10 89	774 50	4 58
Grimsby.....	Wentworth.....	505	12,126 93	81 33	6,674 80	32 09
Guelph.....	Wellington.....	3,637	51,642 20	436 36	71,995 76	146 29
Hagersville.....	Haldimand.....	505	11,334 22	79 11	4,183 09	29 42
Haliburton.....	Peterboro'.....	243	8,636 20	50 63	2,823 33	24 45
Hamilton.....	Wentworth.....	8,575	128,201 01	1,204 89	360,744 33	.....
Hampton.....	Durham.....	125	3,419 64	20 60	1,334 61	8 75
Hanover.....	Grey.....	343	6,425 86	46 62	5,259 33	17 25
Harriston.....	Wellington.....	743	11,371 33	88 25	10,602 94	29 41
Hastings.....	Northumberland..	174	4,233 69	31 49	1,216 25	11 70
Hawkesbury.....	Prescott.....	240	5,310 99	39 18	1,895 63	15 82
Hawkesville.....	Waterloo.....	299	7,575 04	48 66	921 80	19 12
Hensall.....	Huron.....	448	8,142 11	53 82	2,110 81	20 82
Hespeler.....	Waterloo.....	604	8,814 83	69 00	2,841 76	23 25
Highgate.....	Elgin.....	195	3,268 13	23 67	1,026 95	8 59
Highland Creek.....	York.....	153	4,217 07	26 88	303 21	10 62
Hillsburgh.....	Wellington.....	160	3,363 93	25 34	1,589 41	9 06
Hillsdale.....	Simcoe.....	178	5,886 13	34 70	1,174 29	14 93
Holland Landing.....	York.....	31	562 82	4 40	310 22	1 55
Hollen.....	Wellington.....	59	1,122 46	7 21	287 31	2 83
†Hoodstown.....	Muskoka.....	8	302 00	2 15	.....	75
Horning's Mills.....	Grey.....	99	3,394 62	22 01	1,375 74	8 65
Humberstone.....	Welland.....	89	2,427 18	14 97	305 95	6 21
Huntsville.....	Muskoka.....	600	19,429 39	128 19	12,847 70	52 24
Ingersoll.....	Oxford.....	1,825	23,685 95	193 07	40,796 40	63 97
Innerkip.....	do.....	81	1,871 08	12 25	745 99	5 75
Invermay.....	Bruce.....	142	4,047 99	28 06	2,081 75	10 13
Iona.....	Elgin.....	78	1,243 72	9 08	765 99	3 10
Iroquois.....	Dundas.....	552	12,077 22	81 88	4,504 35	31 42
Jarvis.....	Haldimand.....	305	6,817 19	49 05	1,935 11	17 71
Jordan.....	Lincoln.....	197	4,129 92	23 24	1,317 64	10 57
Keene.....	Peterboro'.....	190	2,959 31	19 81	896 32	7 70
Kemptville.....	Grenville.....	970	22,081 68	154 85	6,377 70	60 55
Kettleby.....	York.....	188	2,150 92	16 11	456 89	5 71
Kincardine.....	Bruce.....	1,081	17,264 04	124 88	13,075 04	45 90

\*Opened 1st Oct., 1885. †Opened 1st April, 1886.



## REPORT No. 6.—Province of Ontario, &amp;c.—Continued.

Name of Office.	County.	Number of Orders Issued.	Total Orders Issued.	Total Commis- sion received from Public.	Total Orders Paid.	Com- pen- sation paid to Post- masters on M O. business.
			\$ cts.	\$ cts.	\$ cts.	\$ cts.
King.....	York.....	52	1,797 17	11 89	1,079 91	4 56
Kingston.....	Frontenac.....	4,782	64,602 98	583 50	78,771 72	.....
Kingsville.....	Essex.....	387	3,861 70	34 44	2,940 79	10 78
Kinmount.....	Victoria.....	118	2,229 18	16 77	2,078 36	7 34
Kippen.....	Huron.....	92	2,746 23	15 74	867 31	6 98
Kirkfield.....	Victoria.....	39	1,245 22	8 71	1,720 28	3 31
Kleinburg.....	York.....	74	1,680 88	11 32	889 23	4 59
Komoka.....	Middlesex.....	121	1,433 60	11 42	764 66	4 00
Lakefield.....	Peterboro'.....	598	12,836 38	89 09	2,741 57	33 32
L'Amable.....	Hastings.....	223	7,187 58	43 17	152 48	17 95
Lambton Mills.....	York.....	83	1,374 82	11 51	1,239 28	3 94
Lanark.....	Lanark.....	616	12,380 70	83 80	1,754 64	31 99
Lancaster.....	Glengarry.....	538	12,814 51	84 79	3,479 84	31 50
Lansdown.....	Leeds.....	160	5,262 47	32 42	464 23	13 29
Leamington.....	Essex.....	907	16,935 98	118 43	4,966 01	43 82
Lefroy.....	Simcoe.....	26	671 93	5 59	947 00	2 31
Lindsay.....	Victoria.....	1,292	18,797 01	146 43	20,710 22	52 75
Listowel.....	Perth.....	1,292	17,533 88	134 15	11,668 35	47 04
Little Britain.....	Victoria.....	146	5,001 19	32 90	617 73	13 13
Little Current.....	Algoma.....	202	7,556 95	44 98	5,081 69	18 89
Lloydtown.....	York.....	87	2,219 39	16 16	290 15	5 55
London.....	Middlesex.....	6,222	98,800 49	882 19	320,024 30	.....
London East.....	do.....	815	12,383 28	104 08	4,748 63	35 89
L'Orignal.....	Prescott.....	266	12,723 22	106 32	3,507 92	33 47
Lucan.....	Middlesex.....	321	4,096 45	33 28	2,265 81	10 90
Lucknow.....	Bruce.....	1,001	21,924 50	145 57	7,065 32	57 96
Lyn.....	Leeds.....	138	3,765 52	24 39	1,085 20	10 03
Lynden.....	Wentworth.....	104	2,533 42	16 50	628 29	6 56
Lynedoch.....	Norfolk.....	337	6,335 16	42 59	924 83	16 69
Madoc.....	Hastings.....	863	12,968 51	100 77	10,343 79	34 43
Magnetaawan.....	Muskoka.....	135	5,748 94	36 16	3,674 97	17 47
Manchester.....	Ontario.....	120	2,046 75	13 16	259 30	5 11
Manilla.....	Victoria.....	39	1,123 26	7 72	1,193 35	2 99
Manitowaning.....	Algoma.....	546	18,260 02	108 38	9,095 93	46 89
Manotick.....	Carleton.....	275	12,440 33	69 52	1,437 97	31 74
Maple.....	York.....	61	1,920 02	13 75	771 86	4 80
Markdale.....	Grey.....	386	10,224 53	67 34	5,130 83	26 73
Markham.....	York.....	330	6,059 91	45 69	7,605 92	20 86
Marmora.....	Hastings.....	207	3,800 76	27 69	1,137 50	10 58
Mattawa.....	Nipissing.....	524	14,247 46	90 92	3,191 80	36 51
Maxwell.....	Grey.....	372	8,622 44	59 04	1,199 46	22 12
McKellar.....	Muskoka.....	302	5,515 27	37 07	933 62	13 86
Meadowdale.....	Peel.....	40	1,143 56	7 64	425 72	2 87
Meaford.....	Grey.....	1,282	22,286 25	164 09	15,293 08	58 84
Merrickville.....	Grenville.....	402	12,908 46	86 34	3,668 54	33 46
Merriton.....	Lincoln.....	369	4,938 25	42 67	2,507 62	13 30
Metcalfe.....	Russell.....	213	6,421 31	39 89	724 72	16 23
Middleville.....	Lanark.....	104	1,524 29	12 10	438 90	4 07
Midland.....	Simcoe.....	563	7,376 15	55 83	4,541 32	19 04
Mildmay.....	Bruce.....	281	4,979 29	34 09	2,263 13	13 35
Midford.....	Prince Edward.....	44	913 39	6 47	765 49	3 35
Millbank.....	Perth.....	444	9,241 31	59 41	1,264 68	23 44
Millbrook.....	Darham.....	502	7,602 97	54 65	5,452 94	20 63
Millie Roches.....	Cornwall.....	153	2,311 05	18 28	481 78	6 08
Milton West.....	Halton.....	927	13,076 03	97 65	10,828 73	34 55
Milverton.....	Perth.....	152	3,683 17	26 63	1,475 91	9 26
Minden.....	Victoria.....	317	8,655 94	54 98	3,451 86	23 61
Mitchell.....	Perth.....	986	17,473 45	131 45	8,978 39	47 14

\* Closed 30th Nov., 1885.

## REPORT No. 6.—Province of Ontario, &amp;c.—Continued.

Name of Office.	County.	Number of Orders Issued.	Total Orders Issued.	Total Commis- sion received from Public.	Total Orders Paid.	Com- pen- sation paid to Post- masters on M. O. business.
			\$ cts	\$ cts.	\$ cts	\$ cts.
Mohawk .....	Brant.....	55	798 55	6 88	330 06	2 20
Mono Mills .....	Cardwell.....	78	2,889 53	18 02	1,048 23	7 37
Moore .....	Lambton.....	92	1,614 51	12 90	577 97	4 72
Morpeth .....	Elgin .....	176	4,982 94	31 82	1,118 00	13 39
Morrisburg .....	Dundas .....	1,142	14,969 04	122 40	13,079 90	39 56
Morrison .....	Wellington .....	209	4,561 82	30 31	645 66	11 54
Mount Albert .....	York .....	404	9,020 96	60 13	1,466 74	22 58
Mount Brydges .....	Middlesex .....	379	8,228 07	52 52	1,677 56	20 88
Mount Elgin .....	Norfolk.....	186	1,927 70	16 09	563 74	4 91
Mount Forest .....	Wellington .....	1,589	23,577 84	166 57	12,479 84	63 85
Nanticoke.....	Haldimand.....	99	3,208 60	19 64	423 13	8 08
Napanee.....	Lennox.....	1,214	14,362 80	120 79	16,267 88	43 75
Napier.....	Middlesex.....	112	2,847 07	17 87	392 18	7 12
Nassagaweya.....	Halton.....	483	8,145 72	53 58	717 21	20 37
*Neustadt.....	Grey.....	90	1,772 29	15 70	460 60	4 93
Newboro' .....	Leeds.....	234	4,883 26	38 47	1,753 75	13 17
Newburgh.....	Addington.....	288	4,753 75	33 42	2,087 32	13 20
Newbury.....	Middlesex.....	345	3,248 66	23 56	1,443 72	8 29
Newcastle.....	Durham.....	740	7,814 59	59 13	3,272 41	20 05
New Dundee.....	Waterloo .....	23	1,216 61	6 75	1,430 32	3 42
New Edinburgh.....	Russell.....	123	2,103 19	17 82	816 96	6 63
New Germany.....	Waterloo .....	176	5,660 34	36 03	431 07	14 15
New Hamburg.....	do .....	296	6,506 44	49 50	4,914 86	17 19
New Market.....	Ontario.....	903	11,440 23	87 02	9,753 40	31 82
Niagara.....	Lincoln.....	666	10,067 93	79 64	6,702 39	28 57
Niagara Falls.....	Welland.....	731	10,286 81	88 30	8,884 41	30 54
Niagara Falls South.....	do .....	826	16,504 51	116 24	4,864 59	43 20
Nobleton.....	York.....	195	6,376 10	37 25	270 88	15 97
Norland.....	Victoria.....	44	659 90	4 39	2,339 26	1 83
North Augusta.....	Grenville.....	179	6,582 71	38 67	1,208 41	18 77
North Gower.....	Carleton.....	154	6,174 14	44 12	1,200 30	15 47
North Port.....	Prince Edward.....	48	1,442 72	9 60	420 75	3 95
Norval.....	Halton.....	194	4,097 30	27 88	832 89	10 33
Norwich.....	Oxford.....	1,408	20,742 70	149 00	7,886 23	54 03
Norwood.....	Peterboro'.....	426	10,491 24	69 40	3,369 21	27 39
Oakland.....	Oxford.....	51	884 66	6 05	539 92	2 27
Oakville.....	Halton.....	753	15,351 82	110 68	8,768 96	42 75
Odessa.....	Lennox.....	212	3,658 81	28 15	686 84	9 46
Oil Springs.....	Lambton.....	289	4,932 22	36 37	1,882 79	12 90
Omeme.....	Victoria.....	411	7,479 14	48 82	2,102 31	19 47
Orangeville.....	Wellington.....	1,106	16,411 04	120 82	13,518 02	42 61
Orillia.....	Simcoe.....	1,341	22,362 82	178 96	24,143 20	66 71
Orono.....	Durham.....	602	14,114 13	94 38	2,149 19	35 66
Orwell.....	Elgin.....	85	1,107 28	7 71	30 00	2 77
Osceola.....	Renfrew.....	81	2,546 79	15 73	564 46	6 57
Oshawa.....	Ontario.....	1,360	16,043 17	143 11	34,077 41	45 49
Ottawa.....	Carleton.....	9,073	171,044 87	1,464 05	159,604 97	.....
Otterville.....	Oxford.....	474	8,260 14	57 36	2,439 79	21 70
Owen Sound.....	Grey.....	2,019	36,061 91	269 86	35,537 46	99 97
Paisley.....	Bruce.....	328	5,870 75	42 55	7,539 10	16 44
Pakenham.....	Lanark.....	201	6,120 49	38 87	2,128 40	15 73
Palermo.....	Halton.....	225	3,202 20	21 53	786 56	8 01
Palmerston.....	Wellington.....	699	9,051 79	66 57	4,146 94	24 81
Paris.....	Brant.....	1,173	15,963 49	131 36	18,781 19	43 95
Parkdale.....	York.....	520	7,680 62	74 66	6,921 43	22 00
Park Hill.....	Middlesex.....	668	9,737 01	72 82	6,086 06	26 77
Parry Sound.....	Muskoka.....	1,256	30,501 84	194 63	5,711 59	78 94

\*Opened 2nd Jan., 1886.



REPORT No. 6.—Province of Ontario, &c.—*Continued.*

Name of Office.	County.	Number of Orders Issued.	Total Orders Issued.	Total Commis- sion received from Public.	Total Orders Paid.	Com- pensation paid to Post- masters on M. O. business.
			\$ cts.	\$ cts.	\$ cts.	\$ cts.
Patterson .....	York .....	8	389 71	2 20	4,180 92	1 03
Pembroke .....	Renfrew .....	1,107	19,553 03	148 01	13,073 70	52 84
Penetanguishene .....	Simcoe .....	470	8,456 37	63 50	4,749 56	23 44
Perth .....	Lanark .....	1,114	15,950 74	132 71	10,801 96	44 49
Peterboro' .....	Peterboro' .....	2,993	41,895 96	352 40	33,057 22	121 55
Petersville .....	Middlesex .....	17	194 15	1 54	36 80	56
Petrolia .....	Lambton .....	1,608	21,197 87	168 14	8,652 79	56 38
Phelpston .....	Simcoe .....	15	254 85	1 50	940 52	73
Pickering .....	Ontario .....	161	2,613 05	18 56	1,693 23	7 09
Pictou .....	Prince Edward .....	1,416	15,633 57	132 60	12,153 50	44 60
Plantagenet .....	Prescott .....	220	9,096 01	54 70	2,519 54	25 16
Plattsville .....	Brant .....	116	3,047 86	21 72	1,867 28	8 53
Point Edward .....	Lambton .....	325	5,032 74	45 86	1,223 35	13 61
Port Arthur .....	Algoma .....	3,482	96,070 32	727 60	13,323 75	244 69
Port Burwell .....	Elgin .....	301	9,922 65	61 69	1,852 20	25 82
Port Carling .....	Simcoe .....	77	2,223 53	13 67	1,621 93	21
Port Colborne .....	Welland .....	556	7,621 75	53 96	7,431 27	22 37
Port Dalhousie .....	Lincoln .....	242	3,862 70	27 92	1,835 67	10 30
Port Dover .....	Norfolk .....	595	9,367 39	74 91	3,871 22	24 50
Port Elgin .....	Bruce .....	851	9,582 52	75 52	6,495 11	25 18
Port Hope .....	Durham .....	2,160	28,169 99	230 58	25,986 48	78 72
Port Perry .....	Ontario .....	789	10,666 02	82 96	9,448 28	28 60
Port Robinson .....	Welland .....	103	1,898 19	13 81	662 02	5 10
Port Rowan .....	Norfolk .....	341	7,353 53	49 52	4,439 95	20 35
Port Ryerse .....	do .....	45	222 13	2 42	224 00	61
Port Stanley .....	Elgin .....	169	3,488 96	25 08	1,359 79	9 67
Port Sydney .....	Muskoka .....	280	6,413 55	42 02	2,483 82	18 55
Prescott .....	Grenville .....	1,529	19,673 47	162 94	11,693 04	54 07
Preston .....	Waterloo .....	402	5,547 70	50 35	5,965 56	15 28
Priceville .....	Grey .....	176	3,775 56	24 96	2,075 98	10 59
Princeton .....	Brant .....	348	5,185 47	31 64	2,403 38	13 99
Puslinch .....	Wellington .....	220	3,102 50	20 54	495 54	7 76
Ratho .....	Oxford .....	42	639 03	4 11	370 44	1 71
Red Rock .....	Algoma .....	208	6,248 64	43 96	796 77	15 63
Renfrew .....	Renfrew .....	672	10,154 20	85 16	4,560 72	27 33
Riceville .....	Prescott .....	213	6,271 21	39 70	1,611 65	17 90
Richmond West .....	Carleton .....	269	6,370 30	42 97	1,098 82	16 96
Richmond Hill .....	York .....	263	5,365 01	39 40	5,181 73	14 17
Ridgetown .....	Elgin .....	1,026	13,482 39	103 54	10,731 78	35 77
Ridgeway .....	Welland .....	353	6,246 20	40 09	1,425 02	15 69
Riversdale .....	Bruce .....	53	2,030 22	11 70	652 73	5 68
Rockingham .....	Renfrew .....	132	3,771 85	23 11	1,040 54	10 63
Rockton .....	Wentworth .....	94	2,590 71	16 43	1,85 43	6 51
Rockwood .....	Wellington .....	314	4,621 20	37 56	1,588 76	11 97
Rodgersville .....	Perth .....	4	99 63	60	134 74	40
Rodney .....	Elgin .....	327	4,447 94	32 19	1,838 27	11 32
Rosemont .....	Simcoe .....	59	2,640 21	15 60	312 03	6 61
Rosseau .....	Muskoka .....	121	2,330 64	17 69	1,556 08	6 93
Russell .....	Russell .....	84	3,419 90	20 86	1,284 10	9 42
St. Catharines .....	Lincoln .....	2,347	42,014 06	357 00	48,307 19	126 05
St. George, Brant .....	Brant .....	324	4,579 18	34 22	3,397 89	12 09
St. Jacob's .....	Waterloo .....	131	2,496 83	17 21	1,008 76	6 30
St. Mary's Blanchard .....	Perth .....	1,289	20,312 14	147 23	13,655 55	53 14
St. Thomas West .....	Elgin .....	3,018	39,895 93	357 12	89,010 29	111 37
St. Williams .....	Norfolk .....	112	1,254 52	10 07	597 18	3 50
Sandwich .....	Essex .....	246	3,200 78	29 27	2,799 86	9 71
Sarnia .....	Lambton .....	1,775	24,316 89	201 87	34,502 09	72 65
Saugeen .....	Bruce .....	301	8,121 59	57 02	2,595 14	21 72
Sault Ste. Marie .....	Algoma .....	987	24,674 39	157 67	9,847 12	63 48



REPORT NO. 6.—Province of Ontario, &c.—*Continued.*

Name of Office.	County.	Number or Orders Issued.	Total Orders Issued.	Total Commis- sion received from Public.	Total Orders Paid.	Com- pensation paid to Post- masters on M. O. business.
			\$ cts.	\$ cts.	\$ cts.	\$ cts.
Scarboro'	York	50	876 22	6 41	796 37	2 59
Schomberg	do	81	2,250 96	15 32	2,826 69	5 78
Scotland	Oxford	252	3,857 09	25 08	923 67	9 95
Seaforth	Huron	1,476	28,157 29	211 12	13,445 13	73 59
Selkirk	Haldimand	277	9,025 30	62 55	1,521 84	22 87
Severn Bridge	Ontario	123	1,725 91	12 15	1,350 60	5 74
Shakespeare	Oxford	241	3,744 27	26 23	2,322 14	9 56
Shannonville	Hastings	187	3,037 23	20 55	654 90	8 26
*Sharbot Lake	Addington	18	381 37	3 02	87 08	1 01
Sharon	York	36	901 95	5 64	717 82	2 33
Shelburne	Grey	603	12,564 05	86 48	4,522 44	31 95
Simcoe	Norfolk	1,268	15,726 12	124 60	13,945 50	43 71
Singhampton	Simcoe	135	4,981 23	28 79	1,424 61	12 81
Smith's Falls	Lanark	571	9,272 04	69 34	18,474 56	24 98
Smithville	Wentworth	1,426	27,870 49	182 58	3,009 21	69 95
Sombra	Bothwell	281	4,302 97	31 05	1,658 15	11 01
Sparta	Elgin	145	2,849 60	19 29	1,278 24	7 62
Spencerville	Grenville	355	8,102 41	51 29	1,037 73	20 58
Springfield	Middlesex	359	5,616 97	37 22	1,162 74	14 17
Springford	Oxford	55	758 99	5 83	420 76	2 20
Stayner	Simcoe	889	15,413 08	103 06	7,169 89	40 61
Stella	Lennox	105	3,097 80	20 23	472 00	7 87
Stevensville	Welland	513	6,536 18	45 10	145 65	16 36
Stirling	Hastings	524	7,413 50	54 14	1,931 99	19 62
Stirton	Wellington	247	2,379 27	15 41	97 74	6 05
Stony Creek	Wentworth	45	1,225 26	8 26	506 13	3 12
Stouffville	Ontario	308	7,095 89	52 38	3,999 07	18 74
Strabane	Wentworth	53	1,858 09	10 92	875 72	5 50
Stratfordville	Elgin	282	6,045 81	39 36	353 74	15 16
Stratford	Perth	1,824	27,318 25	221 76	23,410 93	78 54
Strathroy	Middlesex	1,724	21,620 67	165 26	12,222 82	57 38
Streetsville	Peel	401	7,939 62	53 11	3,711 23	21 47
Sturgeon Falls	Nipissing	37	1,425 13	8 23	1,243 39	3 55
Sudbury	Algoma	285	14,889 93	86 23	650 63	37 24
Sunderland	Ontario	93	1,831 59	12 25	1,603 26	5 10
Sutton West	York	535	14,647 97	92 89	3,283 46	37 72
Sydenham	Addington	257	8,177 99	50 01	771 98	20 47
Tamworth	do	190	5,159 11	34 80	883 60	13 12
Tavistock	Oxford	277	4,200 78	35 75	1,692 73	10 84
Teeswater	Bruce	645	15,440 76	101 18	5,387 86	41 42
Teeterville	Norfolk	91	1,551 25	11 21	326 45	3 89
Thamesford	Oxford	190	3,052 96	19 41	596 76	8 27
Thamesville	Bothwell	535	9,786 63	64 49	2,150 49	25 10
Theford	Lambton	446	7,126 45	51 40	2,591 84	18 51
†Thomasburg	Hastings	34	1,055 87	6 35	.....	2 64
Thornhill	York	112	2,874 27	18 64	1,660 55	7 39
Thorold	Welland	692	10,495 42	82 34	8,948 60	30 11
Tilbury Centre	Essex	155	3,468 55	24 26	1,175 58	8 80
Tilsonburg	Norfolk	1,064	14,502 82	110 19	12,812 84	39 66
Tiverton	Bruce	149	3,483 17	27 65	3,231 38	9 79
Toronto	York	20,421	312,353 98	3,024 79	1,377,972 11	.....
Toronto East	do	889	9,637 12	109 98	1,411 46	27 00
Toronto West	do	2,449	31,598 75	338 22	4,039 83	84 93
Toronto North	do	1,447	17,259 28	194 71	1,510 51	44 55
Tottenham	Simcoe	224	4,113 02	27 25	1,778 97	10 57
Trenton	Hastings	1,060	17,148 16	135 28	8,349 97	45 58
Tullamore	Peel	41	1,220 79	7 33	391 41	3 29
Tweed	Hastings	423	10,535 83	69 26	1,790 47	26 95

\*Closed 1st April, 1886.

†Opened 1st April, 1886.

REPORT No. 6.—Province of Ontario, &c.—*Concluded.*

Name of Office.	County.	Number of Orders Issued	Total Orders Issued.	Total Commis- sion received from Public.	Total Orders Paid.	Com- pensation paid to Post- masters on M. O. business.
			\$ cts.	\$ cts.	\$ cts.	\$ cts.
Underwood.....	Bruce.....	437	11,560 31	71 04	1,182 61	29 90
Union.....	Elgin.....	48	681 53	5 60	583 28	1 83
Unionville.....	York.....	140	2,613 35	20 36	1,675 92	6 67
Uxbridge.....	Ontario.....	938	14,198 31	104 33	9,423 20	37 28
Vankleek Hill.....	Prescott.....	295	11,001 91	82 80	5,111 70	31 27
Varna.....	Huron.....	123	3,340 43	20 86	528 30	8 47
Victoria Harbor.....	Simcoe.....	129	1,670 32	12 18	371 83	4 43
Vienna.....	Elgin.....	614	11,990 99	78 62	1,310 88	30 97
Vittoria.....	Norfolk.....	518	6,987 72	49 18	1,438 51	17 90
Wales.....	Stormont.....	50	1,916 30	12 52	1,461 49	5 68
Walkerton.....	Bruce.....	1,596	24,222 22	180 06	12,567 79	62 32
Walkerville.....	Essex.....	172	3,359 52	24 21	1,095 75	8 84
Wallaceburg.....	Bothwell.....	1,384	23,911 57	168 84	5,097 46	62 15
Wallacetown.....	Elgin.....	311	6,338 05	42 67	886 32	16 17
Wardsville.....	Middlesex.....	252	3,984 38	27 39	2,000 92	10 58
Warkworth.....	Northumberland..	849	18,830 38	119 43	2,388 74	47 85
Warsaw.....	Peterboro'.....	98	3,977 94	23 77	881 18	9 97
Warwick.....	Lambton.....	183	3,801 26	25 67	813 12	9 50
Waterdown.....	Wentworth.....	243	4,590 44	31 77	2,418 71	12 56
Waterford.....	Norfolk.....	831	12,228 47	90 42	4,705 28	29 60
Waterloo West.....	Waterloo.....	571	7,403 54	69 47	30,016 82	22 21
Watford.....	Lambton.....	657	13,742 20	92 09	7,735 85	36 90
Waubaushene.....	Simcoe.....	226	3,623 68	28 95	1,077 26	9 51
Welland.....	Welland.....	928	11,724 34	98 49	10,094 77	32 67
Welland Port.....	Monck.....	236	8,512 98	53 46	878 13	21 29
Wellesley.....	Waterloo.....	236	4,263 95	32 05	1,393 57	10 69
Wellington.....	Prince Edward.....	468	8,118 60	56 85	1,651 04	20 97
Wentigo.....	Middlesex.....	163	3,205 41	22 73	914 94	8 69
Weston.....	York.....	494	8,253 19	61 84	3,393 26	21 76
Westport.....	Leeds.....	148	5,013 38	32 25	960 87	13 97
*West Toronto Junction.	York.....	19	292 79	2 30	9 74	75
West Winchester.....	Dundas.....	189	8,100 90	51 20	2,395 93	21 22
Whitby.....	Ontario.....	1,427	41,822 40	255 34	14,358 38	108 49
Whitevale.....	do.....	22	1,001 48	5 75	486 98	2 63
Wiaraton.....	Bruce.....	1,108	20,727 33	139 11	8,333 03	55 87
Wilkesport.....	Bothwell.....	246	4,764 28	28 58	362 41	12 18
Williamstown.....	Glengarry.....	59	1,253 35	10 01	846 17	3 37
Windsor.....	Essex.....	2,042	29,774 37	238 59	35,985 38	.....
Wingham.....	Huron.....	973	16,550 29	121 78	25,420 46	43 53
Woodbridge.....	York.....	398	10,752 63	68 16	8,244 26	27 98
Woodham.....	Perth.....	70	1,901 32	15 43	47 22	4 74
Woodslee.....	Essex.....	364	13,318 65	78 41	1,416 43	34 02
Woodstock.....	Oxford.....	2,552	35,719 65	288 92	41,278 06	99 74
Woodville.....	Victoria.....	635	22,881 96	135 73	919 44	57 38
Wroxeter.....	Huron.....	434	9,322 15	65 85	2,169 51	23 54
Wyoming.....	Lambton.....	803	13,335 34	92 13	2,741 38	34 18
York.....	Haldimand.....	138	3,614 41	23 44	551 70	9 43
Yorkville.....	York.....	1,290	18,629 66	183 44	4,239 79	48 67
Zurich.....	Huron.....	362	12,726 97	86 78	2,005 27	32 39
Total.....		286,977	5,106,803 70	38,844 94	4,794,309 52	11,405 24

\*Opened 1st April, 1886.

A. CAMPBELL,  
Postmaster-General.J. C. STEWART,  
Superintendent Money Order Branch.



## PROVINCE OF QUEBEC.

REPORT No. 6.—Showing the Money Order Offices in operation in the Year ended 30th June, 1886, &c.

Name of Office.	County.	Number of Orders Issued.	Total Orders Issued.	Total Commission received from Public.	Total Orders Paid.	Compensation paid to Post-masters on M. O. business.
			\$ cts.	\$ cts.	\$ cts.	\$ cts.
Acton Vale.....	Bagot.....	59	1,612 01	12 74	2,383 32	7 69
Agnes.....	Beauce.....	100	1,435 17	11 40	2,184 76	5 91
Arthabaskaville.....	Arthabaska.....	277	5,415 40	38 73	3,955 43	18 05
Aylmer East.....	Ottawa.....	232	5,588 73	40 97	2,493 02	15 11
Beauharnois.....	Beauharnois.....	413	9,310 08	61 45	4,305 96	24 72
Becancour.....	Nicolet.....	7	224 75	1 70	674 20	81
Bedford.....	Missisquoi.....	249	3,070 96	26 16	4,422 77	10 18
Beebe Plain.....	Stanstead.....	27	458 23	3 09	2,321 35	1 43
Berthier ( <i>en haut</i> ).....	Berthier.....	252	6,981 57	45 49	3,570 91	19 84
Black Cape.....	Bonaventure.....	154	4,503 02	27 54	573 76	11 47
Bolton Centre.....	Brome.....	123	1,392 96	15 50	513 05	3 66
Bryson.....	Pontiac.....	187	3,414 90	29 19	1,218 14	9 27
Buckingham.....	Ottawa.....	525	10,890 92	90 15	3,242 86	31 75
Cacouna.....	Témiscouata.....	33	656 64	5 04	1 996 86	2 84
Capelton.....	Sherbrooke.....	150	1,479 93	18 88	1,807 06	8 02
Cap Santé.....	Portneuf.....	21	1,369 04	7 90	581 40	3 67
Chambly Canton.....	Chambly.....	105	1,790 43	12 10	2,551 80	6 13
Chapeau.....	Pontiac.....	39	96 23	6 96	217 30	2 52
Chelsea.....	Ottawa.....	281	4,797 24	36 82	1,008 29	12 92
Chicoutimi.....	Chicoutimi.....	139	4,866 46	31 61	4,971 68	16 63
Clarenceville.....	Missisquoi.....	52	1,859 16	11 85	566 92	4 91
Coaticook.....	Stanstead.....	891	8,922 09	79 37	6,926 53	26 86
Compton.....	Compton.....	186	2,491 65	24 16	2,282 13	8 70
Cookshire.....	do.....	250	4,079 11	33 89	3,532 83	13 40
Coteau Landing.....	Soulanges.....	158	6,089 51	35 39	896 70	16 12
Cowansville.....	Missisquoi.....	628	6,330 01	55 22	3,110 77	16 86
Danville.....	Richmond.....	288	5,808 86	48 63	5,344 45	19 89
Deschambault.....	Portneuf.....	17	737 99	7 25	538 34	2 11
Drummondville, East.....	Drummond.....	155	4,594 23	36 73	2,630 64	13 12
Dunham.....	Missisquoi.....	302	6,764 29	48 48	883 79	18 20
East Farnham.....	Brome.....	99	726 22	7 82	849 13	2 09
Etchemin.....	Lévis.....	161	2,141 49	17 90	416 91	5 97
Farnham.....	Missisquoi.....	600	11,449 17	82 43	1,950 71	31 03
Franklin Centre.....	Huntingdon.....	55	2,356 85	15 46	1,115 65	6 19
Frelighsburg.....	Missisquoi.....	148	3,352 19	26 08	1,621 93	9 56
Gaspé Basin.....	Gaspé.....	684	18,625 52	118 98	6,807 61	52 55
Granby.....	Shefford.....	488	6,480 13	48 43	2,595 59	18 25
Grenville.....	Argenteuil.....	344	20,205 76	113 74	1,846 99	51 63
Hatley.....	Stanstead.....	87	1,567 80	12 25	938 04	5 41
Hemmingford.....	Huntingdon.....	91	2,656 21	19 00	1,306 05	7 84
Henryville.....	Iberville.....	86	3,718 55	27 01	2,920 14	10 41
Hochelaga.....	Hochelaga.....	248	4,433 14	47 54	1,666 93	13 34
Hull.....	Ottawa.....	531	16,283 48	106 08	4,119 61	42 58
Huntingdon.....	Huntingdon.....	396	9,434 51	68 29	4,013 99	27 09
Inverness.....	Mégantic.....	156	4,463 11	30 81	2,570 71	12 22
Joliette.....	Joliette.....	793	34,111 92	193 10	5,461 01	89 17



## REPORT NO. 6.—Province of Quebec, &amp;c.—Continued.

Name of Office.	County.	Number of Orders Issued.	Total Orders Issued.	Total Commission received from Public.	Total Orders Paid.	Compensation paid to Post-masters on M. O. business.
			\$ cts.	\$ cts.	\$ cts.	\$ cts.
Kamouraska.....	Kamouraska.....	41	1,594 84	12 24	2,370 28	5 96
Kingsbury.....	Richmond.....	128	1,849 22	17 97	674 85	4 63
Kinnear's Mills.....	Mégantic.....	48	861 37	7 30	267 50	2 40
Knowlton.....	Brome.....	616	11,389 88	86 22	2,874 04	30 08
Lachine.....	Jacques Cartier....	211	3,974 97	36 21	1,758 15	11 27
Lacbute.....	Argenteuil.....	423	13,716 72	104 82	5,437 97	39 90
Lacolle.....	St John's.....	128	4,176 69	26 68	1,547 98	11 42
Lambton.....	Beauce.....	33	1,021 56	10 07	76 48	2 68
Laprairie.....	Laprairie.....	117	2,612 72	19 59	1,085 57	6 92
Laurentides.....	L'Assomption.....	67	1,926 73	14 54	447 00	5 17
Laizon.....	Lévis.....	103	2,019 74	14 95	2,985 90	7 94
Lawrenceville.....	Shefford.....	102	3,083 61	20 01	747 44	8 89
Leeds.....	Mégantic.....	76	2,668 59	16 63	1,300 14	7 09
Lennoxville.....	Sherbrooke.....	437	5,107 21	45 40	5,715 48	16 28
L'Epiphanie.....	L'Assomption.....	5	199 00	1 40	569 51	1 13
Les Eboulemens.....	Charlevoix.....	173	2,629 64	16 54	774 45	6 57
Lévis.....	Lévis.....	221	4,750 86	37 96	7,201 59	18 55
Little Métis.....	Rimouski.....	54	2,091 95	13 20	1,273 84	5 75
Longueuil.....	Chambly.....	63	2,006 34	15 17	1,058 58	5 62
Lotbinière.....	Lotbinière.....	198	4,681 81	32 77	1,651 47	14 84
Louiseville.....	Maskinongé.....	100	2,858 43	21 03	2,067 41	9 24
Magog.....	Stanstead.....	368	7,510 10	68 26	1,691 94	19 74
*Maniwaki.....	Ottawa.....	39	1,100 45	7 12	27 50	2 74
Mansonville.....	Brome.....	260	4,243 94	29 33	742 19	10 70
Massawippi.....	Stanstead.....	34	614 24	3 96	81 79	1 63
Melbourne.....	Richmond.....	257	3,198 01	28 79	2,203 88	9 13
Montmagny.....	Montmagny.....	95	2,358 16	19 36	4,295 51	12 96
Montréal.....	Hochelaga.....	19,512	340,963 59	3,266 33	864,708 75	.....
Murray Bay.....	Charlevoix.....	526	11,377 56	70 32	4,536 62	28 93
Napierville.....	Napierville.....	125	2,402 17	19 19	1,098 47	7 05
Nicolet.....	Nicolet.....	102	2,004 56	15 29	2,653 88	7 50
Notre Dame de Stanb'dge	Missisquoi.....	173	4,225 03	26 15	239 43	10 83
Ormstown.....	Châteauguay.....	74	2,566 03	17 67	2,181 17	8 39
Paspébiac.....	Bonaventure.....	384	9,983 18	70 02	4,235 46	28 10
Percé.....	Gaspé.....	771	17,217 71	112 57	3,917 04	45 79
Pierreville.....	Yamaska.....	26	616 44	4 58	1,018 89	3 53
Point St. Charles.....	Jacques Cartier....	1,159	14,732 07	156 00	3,951 30	41 40
Portage du Fort.....	Pontiac.....	128	3,749 89	24 75	2,431 62	9 86
Quebec.....	Quebec.....	4,966	94,849 89	842 02	163,438 56	.....
Quyon.....	Pontiac.....	218	6,393 43	40 29	496 18	16 41
Richmond East.....	Richmond.....	527	6,999 54	61 52	3,307 53	20 12
Rigaud.....	Vaudreuil.....	40	850 01	5 81	1,007 79	2 80
Rimouski.....	Rimouski.....	282	9,597 72	70 26	6,892 48	26 87
River David.....	Yamaska.....	3	280 00	1 40	487 20	1 81
Rivière du Loup (en bas).	Témiscouata.....	166	4,100 15	33 32	6,595 19	15 34
Robinson.....	Compton.....	179	4,163 03	27 71	1,366 63	11 02
Rock Island.....	Stanstead.....	160	2,062 73	14 55	1,870 11	5 20
Roxton Falls.....	Shefford.....	45	1,148 75	8 87	1,417 77	4 29
St Andrews East.....	Argenteuil.....	84	2,065 56	17 21	3,957 18	7 23
St. Athanase.....	Iberville.....	268	4,264 28	30 72	2,316 19	12 29
*St. Barthélemi.....	Berthier.....	205	4,624 66	27 97	358 61	11 69
St. Casimir.....	Portneuf.....	89	3,451 75	26 92	1,460 45	10 93

\* Opened 2nd July, 1885.

REPORT No. 6.—Province of Quebec, &c.—*Concluded.*

Name of Office.	County.	Number of Orders Issued.	Total Orders Issued.	Total Commission received from Public.	Total Orders Paid.	Compensation paid to Postmasters on M. O. business.
			\$ cts.	\$ cts.	\$ cts.	\$ cts.
St. Césaire.....	Rouville.....	273	5,063 14	35 23	3,135 72	17 04
St. Chrysostôme.....	Chateauguay.....	150	4,135 25	29 86	2,192 67	13 72
Ste. Croix.....	Lotbinière.....	35	1,570 62	11 72	1,442 40	6 83
St. Eustache.....	Two Mountains.....	130	4,785 09	29 89	1,480 74	12 55
*St. Félix de Valois.....	Joliette.....	30	507 10	4 45	261 26	1 27
St. François Beauce.....	Beauce.....	44	618 51	5 54	854 47	2 24
Ste. Geneviève de Batis- can.....	Champlain.....	12	577 10	3 20	398 22	1 82
St. Grégoire.....	Nicolet.....	35	835 22	6 62	197 25	2 48
St. Hyacinthe.....	St. Hyacinthe.....	604	10,102 28	87 13	14,314 93	35 73
†St. Jean des Chaillons..	Lotbinière.....	5	112 45	75	.....	28
St. Jérôme.....	Terrebonne.....	214	5,336 59	37 85	4,927 22	17 41
St. John's East.....	St. John's.....	868	15,599 24	117 20	9,284 91	44 18
Ste. Marie de Monnoir....	Rouville.....	12	415 73	3 40	1,368 92	2 04
*Ste. Martine.....	Chateauguay.....	25	866 04	5 55	98 33	2 16
St. Paul's Bay.....	Charlevoix.....	507	21,248 23	121 16	1,114 43	54 91
St. Pie.....	Bagot.....	30	537 04	5 06	585 90	2 60
St. Polycarpe.....	Soulanges.....	25	1,450 38	8 85	287 10	3 90
St. Raymond.....	Portneuf.....	117	2,298 65	17 51	239 03	5 73
St. Rémi.....	Napierville.....	195	3,790 94	27 86	1,150 37	10 59
St. Roch de Québec.....	Québec.....	691	13,959 22	109 66	8,297 22	38 89
St. Sauveur de Québec...	do.....	209	4,533 30	29 01	2,719 20	14 52
St. Scholastique.....	Two Mountains ..	119	4,485 32	35 63	1,086 99	11 70
*St. Sylvester East.....	Lotbinière.....	39	1,333 63	9 72	99 00	3 43
St. Sylvester West.....	do.....	96	1,597 95	13 23	180 62	4 16
Ste. Thérèse de Blainville	Terrebonne.....	188	3,957 36	28 58	1,917 94	10 54
Scottstown.....	Compton.....	151	2,215 28	18 74	1,347 09	7 07
Shawville.....	Pontiac.....	124	3,779 68	25 15	294 94	9 78
Sherbrooke.....	Sherbrooke.....	1,412	17,460 64	163 66	20,955 62	58 23
Somerset.....	Mégantic.....	26	731 42	5 47	1,356 25	3 74
Sorel.....	Richelieu.....	729	11,362 14	87 52	7,507 19	33 11
South Durham.....	Drummond.....	47	1,457 74	11 26	1,091 26	5 06
Stanford.....	Arthabaska.....	12	540 53	3 60	1,193 05	3 53
Stanstead.....	Stanstead.....	311	3,056 99	26 96	2,485 94	8 54
Sutton.....	Brome.....	165	3,093 35	25 03	1,564 09	9 13
Sweetsburg.....	Missisquoi.....	258	4,282 46	33 93	1,270 36	11 17
Terrebonne.....	Terrebonne.....	82	2,179 91	15 65	2,694 06	5 76
Three Rivers.....	St. Maurice.....	478	9,282 74	69 00	8,667 78	30 43
Thurso.....	Ottawa.....	87	2,352 29	16 94	2,389 59	6 15
Ulverton.....	Drummond.....	19	546 75	3 72	413 86	1 54
Valleyfield.....	Beauharnois.....	402	10,682 01	80 90	2,718 79	28 14
Victoriaville.....	Arthabaska.....	29	413 70	3 73	673 77	1 13
Waterloo East.....	Shefford.....	875	12,005 39	94 37	8,458 60	33 03
*Windsor Mills.....	Richmond.....	52	688 66	6 10	187 52	1 79
Wright.....	Ottawa.....	32	640 61	5 24	941 87	1 85
Yamachiche.....	St. Maurice.....	143	5,260 08	36 72	809 15	14 03
Total.....		55,961	1,110,612 88	9,076 62	1,378,376 58	1,947 66

\*Opened 1st Oct., 1885.

†Opened 1st April, 1886,

A. CAMPBELL,  
Postmaster-General.J. C. STEWART,  
Superintendent Money Order Branch.



## PROVINCE OF NOVA SCOTIA.

REPORT No. 6.—Showing the Money Order Offices in operation in the Year ended 30th June, 1886, &c.

Name of Office.	County.	Number of Orders Issued.	Total Orders Issued.	Total Commission received from Public.	Total Orders Paid.	Compensation paid to Post-masters on M. O. business.
			\$ cts.	\$ cts.	\$ cts.	\$ cts.
Acadia Mines.....	Colchester.....	1,118	14,508 14	119 17	5,195 98	39 49
Amherst.....	Cumberland.....	2,311	30,157 61	245 93	52,889 11	83 46
Annapolis.....	Annapolis.....	1,497	20,444 84	156 91	12,865 22	57 59
Antigonishe.....	Antigonishe.....	1,261	16,343 23	128 32	34,453 16	63 74
Arichat.....	Richmond.....	1,217	32,891 08	202 40	20,538 63	112 83
Athol.....	Cumberland.....	167	2,565 34	16 15	434 58	6 48
Aylesford.....	King's.....	538	9,117 38	68 01	4,691 75	25 31
Baddeck.....	Victoria.....	637	13,120 71	86 47	14,593 34	41 45
Barrington.....	Shelburne.....	670	12,091 12	82 86	11,680 61	44 16
Bass River.....	Colchester.....	60	398 99	4 22	1,251 39	1 58
* Bayfield.....	Antigonishe.....	18	302 17	2 27	4 00	76
Bear River, W.S.....	Digby.....	614	10,741 08	73 72	5,055 41	31 81
Berwick.....	King's.....	812	16,636 63	124 52	7,534 59	48 18
Boylston.....	Guysboro'.....	154	4,042 83	26 62	1,443 13	11 92
† Bridgeport.....	Cape Breton.....	176	3,632 97	23 47	34 06	9 09
Bridgetown.....	Annapolis.....	1,073	17,767 77	127 04	17,676 08	51 74
Bridgewater.....	Lunenburg.....	1,437	27,806 71	199 47	14,826 81	77 94
Caledonia Corner.....	Queen's.....	658	15,480 13	94 01	3,060 06	40 95
Canning.....	King's.....	598	7,740 71	61 18	5,610 17	24 27
Canso.....	Guysboro'.....	1,212	23,512 24	173 78	3,247 84	61 47
Chester.....	Lunenburg.....	228	6,318 86	39 20	2,932 81	16 95
† Cheticamp Chapel.....	Inverness.....	81	2,896 49	16 67	1,042 86	7 51
* Cheverie.....	Hants.....	20	426 37	2 67	46 49	1 11
Christmas Island.....	Cape Breton.....	55	1,172 14	7 17	224 48	3 11
Clementsport.....	Annapolis.....	177	2,111 25	16 99	1,518 88	6 96
Clyde River.....	Shelburne.....	116	2,756 80	17 92	1,870 31	9 40
Cow Bay.....	Cape Breton.....	1,170	30,449 20	183 43	3,344 28	78 48
Cross Roads (C.H.).....	Guysboro'.....	31	691 33	4 41	398 73	1 75
Dartmouth.....	Halifax.....	559	9,055 27	70 71	4,972 55	26 11
Digby.....	Digby.....	1,225	22,109 52	155 13	13,665 53	65 60
Economy.....	Colchester.....	375	11,609 12	70 59	2,098 22	32 33
Englishtown.....	Victoria.....	86	2,479 88	14 90	2,411 58	8 12
Five Islands.....	Colchester.....	171	4,250 35	27 93	2,862 35	14 55
Folly Village.....	do.....	91	773 35	7 02	722 35	2 91
Gabarouse.....	Cape Breton.....	205	4,472 72	26 93	652 03	11 18
Grand Pré.....	King's.....	101	2,115 53	14 58	1,362 04	5 42
Granville Ferry.....	Annapolis.....	651	11,440 68	79 39	3,320 18	30 58
Great Village.....	Colchester.....	317	7,082 68	50 51	4,782 73	21 13
Guysboro'.....	Guysboro'.....	820	12,881 10	91 42	6,787 97	36 99
Halifax.....	Halifax.....	9,217	159,132 36	1,428 91	529,007 59	.....
Hantsport.....	Hants.....	616	8,038 42	65 99	3,876 70	23 24
Harbour au Bouche.....	Antigonishe.....	356	8,956 67	54 73	3,492 25	28 54
Hebron.....	Yarmouth.....	387	8,422 14	59 56	3,264 76	25 04
Hopewell.....	Pictou.....	341	5,308 90	41 04	4,875 70	16 01
Hubbard's Cove.....	Halifax.....	135	1,505 44	12 18	812 59	4 14
Isaac's Harbour.....	Guysboro'.....	190	3,781 86	24 76	1,745 64	10 27

† Opened 2nd July, 1885. † Opened 1st Oct., 1885.

\* Opened 1st April, 1886.



REPORT NO. 6.—Province of Nova Scotia, &c.—*Continued.*

Name of Office.	County.	Number of Orders Issued.	Total Orders Issued.	Total Commission received from Public.	Total Orders Paid.	Compensation paid to Post-masters on M. O. business.
			\$ cts.	\$ cts.	\$ cts.	\$ cts.
Kennetcook.....	Hants.....	181	3,986 40	25 99	710 05	10 76
Kentville.....	King's.....	1,051	17,101 00	137 48	15,088 75	49 70
Kingsport.....	do.....	94	1,004 57	7 99	416 85	3 31
Kingston Station. ....	do.....	506	9,626 79	66 97	3,903 46	28 14
Lawrencetown.....	Annapolis.....	601	10,600 58	73 89	7,010 39	29 17
Lingan.....	Cape Breton.....	94	3,773 46	22 78	500 29	9 98
Little Bras d'Or.....	do.....	126	2,503 50	17 62	1,435 97	7 28
*Little Glace Bay.....	do.....	455	13,427 66	79 60	876 21	33 73
Liverpool.....	Queen's.....	1,649	27,155 58	201 01	16,557 37	81 80
Lockeport.....	Shelburne.....	1,488	20,335 43	147 47	6,873 58	53 69
Louisburg.....	Cape Breton.....	335	8,700 36	51 84	1,766 62	23 91
Lower Argyle.....	Yarmouth.....	72	1,403 02	11 76	2,276 20	7 74
†Lower Cove.....	Cumberland.....	29	904 23	6 27	87 88	2 26
Lower L'Ardoise.....	Richmond.....	52	1,760 42	10 70	3,574 36	4 57
Lower Stewiacke.....	Colchester.....	302	6,230 79	41 03	5,228 72	18 44
Lunenburg.....	Lunenburg.....	1,238	20,383 69	156 44	5,687 62	54 11
Mabou.....	Inverness.....	584	15,434 05	94 62	7,526 23	44 53
Maccan.....	Cumberland.....	239	4,290 38	30 43	1,630 57	11 32
†Mahone Bay.....	Lunenburg.....	262	7,239 27	45 69	273 35	18 10
§Main-à-Dieu.....	Cape Breton.....	35	822 07	5 97	22 63	2 05
Maitland.....	Hants.....	509	7,664 21	56 03	8,565 44	34 59
Margaree Harbour.....	Inverness.....	262	11,949 73	63 15	3,656 36	32 03
Margaretsville.....	Annapolis.....	204	4,316 45	27 36	1,734 75	12 88
McGray.....	Shelburne.....	277	7,818 67	50 05	2,567 06	23 82
*Metaghan.....	Digby.....	238	6,904 86	42 47	829 12	18 24
Middle Musquodoboit.....	Halifax.....	327	8,493 90	53 70	5,992 20	28 08
Middle Stewiacke.....	Colchester.....	39	528 82	3 61	417 47	1 68
Middleton.....	Annapolis.....	906	24,253 06	153 34	12,450 86	69 77
Mill Village.....	Queen's.....	221	3,693 76	25 06	1,433 38	9 99
Milton.....	do.....	547	7,885 86	59 00	2,427 43	22 24
New Glasgow.....	Pictou.....	2,183	34,525 18	277 25	28,669 23	105 73
Newport.....	Hants.....	310	5,702 01	40 52	2,898 50	17 40
Newport Landing.....	do.....	184	2,977 20	23 32	882 37	7 91
New Ross.....	Lunenburg.....	184	4,085 14	24 90	499 31	10 72
Noel.....	Hants.....	274	5,092 80	32 07	2,035 57	16 21
North Sydney.....	Cape Breton.....	1,073	18,000 93	132 09	16,181 25	56 26
Oxford.....	Cumberland.....	888	17,355 64	119 03	6,537 47	46 21
Parrsborough.....	do.....	1,934	39,953 73	251 91	9,033 90	104 55
Pictou.....	Pictou.....	1,802	27,773 68	211 95	35,717 85	94 18
Port Hastings.....	Inverness.....	269	6,445 78	39 52	3,347 15	19 65
Port Hawkesbury.....	do.....	259	4,137 30	29 08	13,538 63	15 25
Port Hood.....	do.....	655	18,556 33	112 82	5,622 68	50 74
Port Maitland.....	Yarmouth.....	254	7,283 28	46 74	2,976 40	23 42
Port Medway.....	Queen's.....	330	7,770 96	49 51	2,802 26	23 77
Port Mulgrave.....	Guysboro'.....	277	6,264 58	40 17	3,811 77	21 88
Port Williams.....	King's.....	184	3,919 93	27 11	2,143 80	11 18
Pubnico Harbour.....	Yarmouth.....	244	5,756 34	36 18	1,285 76	15 22
Pugwash.....	Cumberland.....	760	12,074 68	82 81	6,390 92	38 16
River Bourgeoise.....	Richmond.....	110	3,129 21	13 65	924 49	9 03
River Inhabitants Bridge	do.....	51	714 37	4 72	644 35	2 32
River John.....	Pictou.....	583	15,450 36	98 17	3,908 28	44 55
River Philip.....	Cumberland.....	173	3,851 72	24 12	1,702 52	10 23
St. Andrews.....	Antigonishe.....	85	1,240 07	9 70	978 45	4 45

\* Opened 1st Oct., 1885.

† Closed 4th Feb, 1886.

‡ Opened 1st April, 1886.

§ Opened 2nd Jan, 1886.

|| Opened 2nd July, 1885.

REPORT No. 6.—Province of Nova Scotia, &c.—*Concluded.*

Name of Office.	County.	Number of Orders Issued.	Total Orders Issued.	Total Commission received from Public.	Total Orders Paid.	Compensation paid to Postmasters on M. O. business.
			\$ cts.	\$ cts.	\$ cts.	\$ cts.
St. Peter's.....	Richmond.....	564	17,865 04	106 41	3,187 42	46 75
Sandy Cove.....	Digby.....	84	1,246 12	9 64	692 10	4 20
Shelburne.....	Shelburne.....	1,234	25,045 91	163 30	7,069 27	68 40
Sherbrooke.....	Guysboro'.....	555	16,921 94	107 10	6,172 85	46 73
Shubenacadie.....	Hants.....	241	6,615 08	46 09	5,409 72	23 42
Spring Hill Mines.....	Cumberland.....	1,755	31,510 57	221 47	3,006 01	80 51
Stellarton.....	Pictou.....	869	11,126 80	86 93	6,963 09	31 29
Sydney.....	Cape Breton.....	1,626	32,465 47	228 08	16,705 19	92 09
Sydney Mines.....	do.....	279	3,872 42	30 17	1,173 31	11 42
Tangier.....	Halifax.....	213	6,370 29	39 13	268 81	16 07
Tatamagouche.....	Colchester.....	454	11,122 32	71 67	6,583 79	38 91
Tracadie.....	Antigonishe.....	258	6,065 78	38 31	3,068 35	21 71
Truro.....	Colchester.....	2,742	36,996 08	302 73	67,145 27	116 95
Tusket.....	Yarmouth.....	162	3,094 37	25 91	2,072 68	11 88
*Upper Musquodoboit.....	Halifax.....	40	1,049 82	6 18	44 55	2 64
Upper Stewiacke.....	Colchester.....	238	4,386 62	30 72	2,661 37	14 15
Wallace.....	Cumberland.....	490	10,209 98	67 93	9,431 71	33 58
Walton.....	Hants.....	84	1,485 46	10 88	2,104 75	6 87
Waterville.....	King's.....	397	7,184 97	50 21	1,808 06	19 28
West Bay.....	Inverness.....	174	3,145 24	20 80	3,410 87	12 07
Westport.....	Digby.....	379	8,623 20	56 03	3,733 94	23 76
West River, Sheet Harbor	Halifax.....	274	6,958 78	43 08	1,824 49	17 90
Westville.....	Pictou.....	1,022	26,932 91	177 53	3,795 98	70 52
Weymouth.....	Digby.....	151	2,154 12	17 85	5,175 72	15 00
Weymouth Bridge.....	do.....	404	6,912 84	49 02	4,963 92	19 00
Whycocomagh.....	Inverness.....	476	14,955 79	87 94	5,357 88	42 83
Wilmot.....	Annapolis.....	197	3,518 61	23 87	3,181 16	12 68
Windsor.....	Hants.....	1,375	21,613 10	167 27	22,063 70	63 31
Wolfville.....	King's.....	1,246	23,459 22	169 20	18,297 81	63 93
Yarmouth.....	Yarmouth.....	3,085	45,184 04	378 82	64,139 38	143 77
Total.....	.....	81,026	1,519,886 79	10,947 19	1,374,773 75	3,990 20

\* Opened 1st Oct., 1885.

A. CAMPBELL,  
Postmaster-General.J. C. STEWART,  
Superintendent Money Order Branch.

## PROVINCE OF NEW BRUNSWICK.

REPORT No. 6.—Showing the Money Order Offices in operation in the Year ended 30th June, 1886, &c.

Name of Office.	County.	Number of Orders Issued.	Total Orders Issued.	Total Commission received from Public.	Total Orders Paid.	Compensation paid to Post-masters on M. O. business.
			\$ cts.	\$ cts.	\$ cts.	\$ cts.
Albert.....	Albert.....	859	18,472 02	119 09	3,627 04	48 93
Alma.....	do.....	267	2,946 22	20 55	2,110 26	8 02
Andover.....	Victoria.....	432	12,459 21	80 14	7,393 63	34 75
Anagance.....	King's.....	102	1,511 61	10 58	1,469 46	4 16
Apohaqui.....	do.....	172	2,543 41	18 45	1,251 39	7 28
Armstrong's Brook.....	Restigouche.....	294	5,910 29	38 34	1,122 30	15 79
Baie Verte.....	Westmoreland.....	609	18,480 24	121 12	5,022 31	49 57
Bathurst.....	Gloucester.....	885	15,563 51	101 47	5,961 74	42 22
Bathurst Village.....	do.....	502	9,635 92	64 74	1,540 10	24 99
Bayfield.....	Westmoreland.....	205	5,085 62	35 17	241 24	12 82
Blackville.....	Northumberland.....	71	2,256 55	15 17	570 63	6 50
Bristol.....	Carleton.....	120	2,644 45	18 00	2,475 03	8 32
Buctouche.....	Kent.....	215	6,874 14	42 12	1,948 20	17 43
Butternut Ridge.....	King's.....	448	8,289 27	54 24	1,619 87	21 25
Campbellton.....	Restigouche.....	1,688	31,047 57	211 06	6,557 08	80 24
*Campo Bello.....	Charlotte.....	87	3,372 48	20 36	2,277 50	8 62
Canterbury Station.....	York.....	804	21,489 36	127 74	1,376 39	54 65
Caraquet.....	Gloucester.....	210	6,343 48	39 36	805 23	16 26
Carleton.....	St John.....	411	5,774 94	51 18	6,347 73	21 15
Centreville.....	Carleton.....	259	5,740 84	39 46	2,792 00	18 93
Chatham.....	Northumberland.....	1,472	24,433 33	181 94	12,392 92	52 32
Chipman.....	Queen's.....	113	2,134 28	17 60	2,902 62	9 95
Clifton Kings.....	King's.....	45	602 23	5 04	368 04	1 63
Dalhousie.....	Restigouche.....	820	19,102 75	123 37	4,917 38	51 07
Debeck.....	Carleton.....	152	2,341 67	17 79	522 66	5 97
Dorchester.....	Westmoreland.....	1,303	20,528 12	146 62	13,639 68	53 49
Edmundston.....	Victoria.....	324	15,702 67	83 41	1,996 33	39 32
Elgin.....	Albert.....	425	7,996 78	52 84	2,739 15	20 88
Fairville.....	St. John.....	169	2,746 56	21 24	1,412 39	8 27
Florenceville.....	Carleton.....	177	4,932 09	30 56	1,554 37	13 50
Fredericton.....	York.....	2,838	44,076 25	355 84	49,533 27	.....
Fredericton Junction.....	Sunbury.....	37	996 46	7 62	550 06	3 19
Gagetown.....	Queen's.....	257	4,935 22	33 58	3,235 30	13 49
Grand Falls.....	Victoria.....	498	19,251 08	114 66	2,051 08	49 23
Grand Manan.....	Charlotte.....	506	14,236 15	96 21	3,802 96	36 40
Hampstead.....	Queen's.....	102	2,185 80	14 18	550 29	5 50
Hampton.....	King's.....	170	1,738 43	15 56	3,353 55	6 52
Hartland.....	Carleton.....	214	3,813 03	26 55	2,115 83	11 42
Harvey.....	Albert.....	429	9,870 74	62 76	3,558 92	27 58
Harvey Station.....	York.....	244	4,491 16	29 92	1,434 47	11 49
Hillsborough.....	Albert.....	604	9,133 61	67 45	9,224 92	29 36
Hopewell Cape.....	do.....	136	3,010 60	20 31	2,281 19	8 28
Indian Town.....	St. John.....	565	10,129 13	78 41	3,398 43	27 52
Jacksonville.....	Carleton.....	193	3,091 52	21 77	874 51	8 50
Kingsclear.....	York.....	115	2,535 93	16 06	442 56	6 48
Kingston Kent.....	Kent.....	728	16,444 60	104 63	6,995 58	45 78

\*Closed 8th Nov., 1885.



REPORT No. 6.—Province of New Brunswick.—*Concluded.*

Name of Office.	County.	Number of Orders Issued.	Total Orders Issued.	Total Commission received from Public.	Total Orders Paid.	Compensation paid to Postmasters on M. O. business.
			\$ cts.	\$ cts.	\$ cts.	\$ cts.
Kingston, Kings.....	King's.....	28	535 69	4 81	444 29	1 89
Kintore.....	Victoria.....	54	430 42	4 49	494 41	1 61
Konchibouguac.....	Kent.....	42	720 67	4 55	516 15	2 49
Lepreaux.....	Charlotte.....	16	251 81	2 34	519 00	78
Markhamville.....	King's.....	20	548 17	3 74	45 80	1 46
Memramcook.....	Westmoreland.....	233	6,291 30	39 68	4,961 00	20 80
Middle St. Francis.....	Victoria.....	8	436 14	2 40	.....	1 09
Millerton.....	Northumberland..	346	6,070 56	42 33	338 25	15 26
Miltown.....	Charlotte.....	348	4,945 32	47 90	1,230 73	13 36
Millville.....	York.....	24	771 06	4 59	567 74	2 24
Moncton.....	Westmoreland.....	4,511	74,387 89	549 19	57,059 61	199 42
Narrows.....	Queen's.....	87	2,942 46	17 76	1,075 18	7 78
Newcastle.....	Northumberland..	975	16,998 36	123 45	10,082 05	48 73
New Mills.....	Restigouche.....	158	1,683 64	13 10	1,244 15	4 96
Oromocto.....	Sunbury.....	91	1,788 54	11 80	1,100 17	5 87
Ossekeag.....	King's.....	336	5,496 91	39 34	986 17	14 03
Penobscuis.....	King's.....	338	4,589 62	32 79	2,031 00	11 98
Petitcodiac.....	Westmoreland.....	1,218	41,711 14	234 61	6,168 81	104 87
Petit Rocher.....	Gloucester.....	293	7,498 31	43 72	1,174 08	18 74
*Portland.....	St. John.....	217	3,245 95	26 12	3,027 93	11 21
Richibucto.....	King's.....	920	21,737 88	142 70	5,295 93	57 18
Richmond Corner.....	Carleton.....	82	948 98	6 83	262 55	2 84
River Charlo.....	Restigouche.....	99	1,721 14	12 04	807 23	4 77
River Louison.....	do.....	94	1,585 61	11 17	238 38	3 96
Rockland.....	Westmoreland.....	55	673 92	5 32	755 53	2 72
Rothesay.....	King's.....	75	748 97	6 55	736 08	2 19
St. Andrews.....	Charlotte.....	881	14,484 48	114 98	10,700 11	44 03
St. George.....	do.....	747	15,647 34	112 49	5,812 21	43 86
St. John.....	St. John.....	7,679	131,755 27	1,136 58	468,143 16	.....
St. Martin's.....	do.....	383	6,340 21	46 16	2,668 96	18 27
St. Stephen.....	Charlotte.....	1,606	21,876 27	178 24	19,629 30	58 60
Sackville.....	Westmoreland.....	1,454	19,374 31	148 27	31,887 84	53 05
Salisbury.....	do.....	415	5,612 71	39 31	3,358 97	14 89
Shediac.....	do.....	824	25,246 68	159 39	18,080 80	67 20
Shelfield.....	Sunbury.....	196	5,770 09	34 59	950 55	14 68
Shippigan.....	Gloucester.....	57	1,956 36	11 65	212 52	4 91
Springfield.....	King's.....	116	2,595 46	16 98	1,178 17	6 89
Stanley.....	York.....	60	753 34	6 05	331 43	2 21
Sussex Vale.....	King's.....	1,517	24,945 47	187 00	20,280 35	66 77
Tracadie.....	Gloucester.....	245	4,936 04	31 04	831 38	12 33
Utham.....	King's.....	45	1,253 98	7 34	511 76	3 64
Upper Gagetown.....	Queen's.....	123	2,453 30	15 01	886 50	6 53
Weldford.....	Kent.....	415	10,293 70	63 95	2,213 03	27 73
Welsford.....	Queen's.....	125	2,409 65	15 33	1,080 42	6 99
Westmoreland Point.....	Westmoreland.....	96	1,718 85	12 39	633 80	4 69
Woodstock.....	Carleton.....	1,744	33,641 71	247 41	28,422 17	93 83
Total.....	.....	50,672	981,775 00	6,996 74	909,383 29	2,164 35

\* Closed 23rd Feb., 1886.

A. CAMPBELL,  
Postmaster-General.J. C. STEWART,  
Superintendent Money Order Branch.

# PROVINCE OF MANITOBA.

REPORT No. 6.—Showing the Money Order Offices in operation in the Year ended the 30th June, 1886, &c.

Name of Office.	County.	Number of Orders Issued.	Total Orders Issued.	Total Commission received from Public.	Total Orders Paid.	Compensation paid to Postmasters on M. O. business.
			\$ cts.	\$ cts.	\$ cts.	\$ cts.
Archibald.....	Selkirk.....	557	19,878 95	128 37	7,027 43	50 69
Birtle.....	Marquette.....	408	10,343 25	69 42	9,878 16	31 38
Brandon.....	Selkirk.....	1,512	39,702 41	295 10	46,034 12	121 29
*East Selkirk.....	Lisgar.....	14	147 47	1 47	361 94	41
Emerson.....	Provencher.....	964	28,700 06	188 44	10,369 07	75 40
Gladstone.....	Marquette.....	625	18,198 59	109 20	4,521 16	47 47
Minnedosa.....	do.....	774	22,937 63	148 94	10,355 13	62 20
†Morden.....	Selkirk.....	264	9,255 31	57 81	1,793 00	23 25
Morris.....	Provencher.....	133	4,724 77	30 47	2,745 12	12 88
†Neepawa.....	Marquette.....	237	9,292 70	54 69	1,924 35	23 30
Portage la Prairie.....	do.....	1,695	62,912 45	390 75	21,619 11	161 69
Rapid City.....	do.....	375	13,011 26	75 16	4,420 12	34 76
Selkirk.....	Lisgar.....	339	10,139 88	67 86	1,763 00	26 13
Souris.....	Selkirk.....	336	8,142 56	54 13	1,340 50	20 87
Stonewall.....	Lisgar.....	224	5,902 68	43 09	3,923 49	17 22
Winnipeg.....	do.....	9,417	208,565 51	1,761 59	251,769 92	.....
Total.....	.....	17,874	471,854 48	3,476 49	379,850 62	708 94

# NORTH-WEST TERRITORIES.

	Territory.					
Broadview.....	Assiniboia.....	152	4,393 68	30 85	8,827 05	19 54
†Calgary.....	Alberta.....	1,793	72,746 99	504 92	34,690 33	195 25
§End of Track, C.P.R. via Calgary.....	do.....	956	58,880 10	369 32	975 40	147 45
Fort McLeod.....	do.....	1,000	37,364 13	243 55	18,971 83	93 85
Maple Creek.....	Assiniboia.....	162	4,623 71	36 15	2,668 26	12 15
Medicine Hat.....	do.....	1,143	59,653 68	357 74	4,034 22	151 27
Moose Jaw.....	do.....	495	22,744 16	142 85	7,477 28	59 79
Moosomin.....	do.....	425	16,172 59	93 54	12,100 43	50 43
Qu'Appelle.....	do.....	323	8,715 10	66 05	8,896 77	28 46
Regina.....	do.....	1,181	27,790 47	206 03	18,039 66	76 40
*Swift Current.....	do.....	127	2,416 08	21 98	284 08	6 10
Total.....	.....	7,757	315,500 69	2,077 98	116,965 31	840 69

\* Opened 1st Oct., 1885.  
§ Closed 2nd Jan., 1886.

† Opened 2nd Jan., 1886.

‡ Opened 2nd July, 1885.

A. CAMPBELL,

Postmaster-General.

J. C. STEWART,

Superintendent Money Order Branch.



# PROVINCE OF PRINCE EDWARD ISLAND.

REPORT No. 6.—Showing the Money Order Offices in operation in the Year ended the 30th June, 1886, &c.

Name of Office.	County.	Number of Orders Issued.	Total Orders Issued.	Total Commission received from Public.	Total Orders Paid.	Compensation paid to Postmasters on M. O. business.
			\$ cts.	\$ cts.	\$ cts.	\$ cts.
Alberton .....	Prince .....	595	10,705 71	74 71	3,017 44	30 63
Charlottetown .....	Queen's .....	3,310	59,053 18	490 00	49,539 37	.....
Georgetown .....	King's .....	284	8,798 89	58 31	7,800 62	32 58
*Montague Bridge .....	do .....	160	4,472 99	28 15	243 50	11 18
Souris East .....	do .....	384	5,982 56	48 14	4,632 85	22 97
†Stanley Bridge .....	Queen's .....	84	1,910 97	14 40	252 32	4 87
Summerside .....	Prince .....	1,226	22,218 88	159 37	19,791 42	66 08
Tignish .....	do .....	122	2,366 17	17 28	349 35	6 16
Victoria .....	Queen's .....	150	4,248 90	25 55	869 98	10 98
Total .....	.....	6,315	119,758 25	916 87	86,496 85	185 45

# PROVINCE OF BRITISH COLUMBIA.

Barkerville .....	Cariboo .....	656	11,035 53	80 93	2,053 85	27 64
†Chemainus .....	Vancouver .....	320	9,507 57	66 23	559 35	24 17
Chilliwack .....	New Westminster .....	378	8,811 14	62 67	4,608 80	22 45
Clinton .....	Cariboo .....	412	9,946 10	73 67	3,293 18	25 70
Comox .....	Vancouver .....	403	6,946 77	54 60	3,556 43	18 76
Kamloops .....	Yale .....	1,386	62,532 96	409 57	7,773 24	157 95
Ladner's Landing .....	New Westminster .....	449	13,031 59	96 10	2,362 05	32 92
Lytton .....	Yale .....	360	14,173 38	85 89	934 85	38 23
Maple Bay .....	Vancouver .....	135	1,894 12	16 89	1,273 34	5 30
Maple Ridge .....	New Westminster .....	66	1,174 57	9 68	1,319 89	3 84
Nanaimo .....	Vancouver .....	2,263	67,080 93	579 70	9,343 23	176 49
New Westminster .....	New Westminster .....	2,966	69,429 30	550 57	53,907 16	.....
Nicola Lake .....	Yale .....	180	6,611 83	42 12	1,744 24	16 51
North Saanich .....	Vancouver .....	128	2,871 15	22 65	529 85	7 16
Quesnelle .....	Cariboo .....	384	10,351 49	81 52	1,481 87	26 38
Soda Creek .....	do .....	320	11,115 40	67 03	400 63	27 85
Spence's Bridge .....	Yale .....	192	6,096 46	41 75	3,554 92	15 53
Sumas .....	New Westminster .....	178	3,692 01	23 79	2,707 53	9 21
Vancouver (late Granville) .....	do .....	1,405	48,791 72	326 06	11,668 34	78 92
Victoria .....	Victoria .....	7,748	144,203 96	1,388 15	238,172 89	.....
Wellington .....	Vancouver .....	897	24,007 51	194 69	1,174 49	61 72
Yale .....	Yale .....	1,650	71,692 11	449 09	4,991 57	180 32
Total .....	.....	22,876	604,997 60	4,723 35	357,411 70	957 05

† Opened 1st Oct., 1885.

\* Opened 2nd Jan., 1886.

‡ Opened 2nd July, 1885.

A. CAMPBELL,

Postmaster-General.

J. C. STEWART,

Superintendent Money Order Branch.



## REPORT No. 7.

SHOWING the Annual Cost of the Money Order System in the Dominion of Canada, specifying in detail the Disbursements for Salaries, etc., during the Year ended 30th June, 1886.

		\$	cts.
J. C. Stewart.....	Half of salary as Superintendent, half being chargeable to the Savings Bank Branch.....	1,400	00
G. F. Everett.....	Twelve months' salary as Assistant Superintendent.....	2,200	00
W. J. Barrett.....	Twelve months' salary as Clerk.....	1,550	00
J. P. Brophy.....	do.....	1,400	00
F. W. Creighton.....	Ten months' salary as Clerk.....	1,166	60
T. B. Smith.....	Salary as Clerk to 31st July, 1885.....	116	66
R. J. Shaw.....	Twelve months' salary as Clerk.....	1,400	00
S. S. Thorne.....	do.....	1,200	00
D. D. McPherson.....	do.....	1,200	00
W. J. Johnstone.....	do.....	1,200	00
J. F. Wall.....	do.....	1,100	00
M. K. Dunlevie.....	do.....	1,000	00
J. C. Bonner.....	do.....	1,000	00
A. W. Wall.....	do.....	975	00
J. H. Spencer.....	do.....	975	00
G. L. Plunkett.....	do.....	800	00
W. Rowan.....	do.....	950	00
J. L. Olivier.....	do.....	850	00
E. R. H. Brooks.....	Eleven months' salary as Clerk.....	583	33
C. W. Lally.....	Twelve months' salary as Clerk.....	750	00
F. M. S. Jenkins.....	do.....	550	00
F. H. F. Mercer.....	do.....	550	00
F. E. S. Grout.....	do.....	650	00
W. T. Wilson.....	do.....	550	00
T. E. Visser.....	do.....	562	50
W. R. Hanley.....	do.....	550	00
J. Mullin.....	do.....	600	00
E. L. Learoyd.....	do.....	487	50
G. H. Hayes.....	do.....	450	00
J. M. Conroy.....	do.....	437	50
E. Y. Steele.....	Seven months' salary as Clerk.....	233	33
F. O. Seguin.....	Salary as Clerk from 17th October, 1885.....	282	75
C. A. Meikle.....	do 8th April, 1886.....	103	75
J. S. Hale.....	do 19th May, 1886.....	76	87
C. A. Clarke.....	Twelve months' salary as Packer.....	500	00
A. W. Wheatly.....	do.....	345	58
Pritchard & Mingard.....	Stamps, &c., for Money Order Offices.....	38	80
Blyth & Kerr.....	Tin boxes for error notices.....	9	60
G. P. O., London, G.B.....	Lists of Money Order Offices in United Kingdom.....	3	55
"New York Journal of Commerce".....	Subscription for year ending 15th November, 1886.....	15	00
"Canadian Journal of Commerce".....	do 15th July, 1886.....	2	00
Banks.....	Allowance for postage.....	284	70
Stationery.....	Per accounts of Stationery Office.....	309	86
The Burland Lithographic Co. (Limited).....	For photo-engraving Money Order forms.....	2,583	00
Printing and binding.....	Per accounts of Queen's Printer.....	4,023	63
	Compensation paid to Postmasters of Money Order Offices.....	22,199	58
	Approximate cost of clerical force employed exclusively in Money Order duties in city post offices.....	18,000	00
	Total.....	\$76,216	09*

\* This statement is merely statistical, being collated from various portions of the Public Accounts.

## REPORT No. 8.

SHOWING Losses sustained in conducting the Money Order System, in the Dominion of Canada, during the Year ended 30th June, 1886.

	\$ cts.	\$ cts.
Money Order funds lost in transmission from Post Office at Laprairie, P.Q., to Bank at Montreal, P.Q. ....		20 39
Loss on counterfeit bank notes, received on Money Order Account .....		5 00
Actual losses applicable to year's business .....		25 39
The following amounts, previously reported as lost, have since been recovered:—		
Amount recovered from Angus McDonald, late Postmaster at Port Hood, N.S., reported in statement of losses during year ended 30th June, 1881..	47 84	
Portion of Money Order funds reported as lost in transmission from Kamloops, B.C., to bank at Victoria, B.C., reported in statement of losses during year ended 30th June, 1885—since recovered.....	331 00	
	378 84	
Less—Amount of losses above stated.....	25 39	
The aggregate losses sustained in conducting the Money Order System, as reported in previous years, has therefore been reduced during the current year by the sum of.....	353 45	

A. CAMPBELL,  
Postmaster-General.

J. C. STEWART,  
Superintendent Money Order Branch.

# ANALYSIS of the Money Order Business of the Dominion of Canada, for the Year ended 30th June, 1886.

	No. of Orders.	\$	cts.	\$	cts.
Total amount of Money Orders issued in Ontario .....	286,977			5,106,803	70
do do Quebec .....	55,961			1,110,612	88
do do Nova Scotia .....	81,026			1,519,886	79
do do New Brunswick .....	50,672			981,775	00
do do Manitoba .....	17,874			471,854	48
do do N. W. Territories .....	7,757			315,500	69
do do P. E. Island .....	6,315			119,758	25
do do British Columbia .....	22,876			604,997	60
Total Money Orders issued .....	529,458			10,231,189	39
Total amount of Money Orders paid in Ontario .....		4,794,309	52		
do do Quebec .....		1,378,376	58		
do do Nova Scotia .....		1,374,773	75		
do do New Brunswick .....		909,383	29		
do do Manitoba .....		379,850	62		
do do North-West Territories .....		116,965	31		
do do Prince Edward Island .....		86,496	85		
do do British Columbia .....		357,411	70	9,397,567	62
Total issues and payments .....				19,628,757	01
Savings Bank deposits received through Money Order Offices .....				7,645,227	00
do withdrawals paid do do .....				6,183,470	60
Total amount of business transacted .....				33,457,454	61
REVENUE ARISING FROM MONEY ORDER BUSINESS.					
Fees on Money Orders, receipts of Province of Ontario .....		38,844	94		
do do Quebec .....		9,076	62		
do do Nova Scotia .....		10,947	19		
do do New Brunswick .....		6,996	74		
do do Manitoba .....		3,476	49		
do do N. W. Territories .....		2,077	98		
do do P. E. Island .....		916	87		
do do British Columbia .....		4,723	35		
Profit in exchange on Money Order business with United Kingdom .....		306	16		
do do Germany .....		188	67		
do do Italy .....		460	89		
do do Switzerland .....		49	73		
do do Belgium .....		28	91		
do do France .....		242	83		
Balance of commission received from Newfoundland on Money Order business with that country .....		295	71		
do do Jamaica do .....		39	25		
do do Belgium do .....		11	96		
do do France do .....		8	93		
Amount of void Money Orders, that is Money Orders issued during the year ended 30th June, 1884, payment of which has not been claimed up to 30th June, 1885 .....		2,509	29		
				81,202	51
DEDUCT—					
Balance of commission paid United Kingdom on Money Order business with that country .....		2,320	39		
Balance of commission paid United States on Money Order business with that country .....		1,868	76		
Compensation paid to United States for service as intermediary in Money Order business between Canada and the Australasian Colonies .....		66	43		
(As this amount exceeds the commission received on Money Orders drawn on the Australasian Colonies by \$18.13, the Canadian Department loses the latter sum in Money Order transactions with the Australasian Colonies during the year).					
Balance of commission paid to Germany on Money Order business with that country .....		109	77		
Carried forward .....		4,365	35	81,202	51



ANALYSIS of the Money Order Business of the Dominion of Canada, for  
the Year ended 30th June, 1886—*Concluded.*

	\$	cts.	\$	cts.
Brought forward.....	4,365	35	81,202	51
Balance of commission paid to Italy on Money Order business with that country .....	147	83		
Balance of commission paid to Switzerland on Money Order business with that country .....	11	59		
Cost of exchange on remittances to United States .....	131	47		
Loss in exchange on Money Order business with Jamaica .....	5	36		
Charges of remittance of Money Order funds within Canada...	179	49		
			4,841	09
Gross Revenue.....			76,361	42
DEDUCT—				
Losses sustained in conducting Money Order business during the year ended 30th June, 1885, as published in the Post- master-General's report to Parliament for that year, and now extinguished.....			4,626	59
			*71,734	83
* Of this sum, Postmasters received as compensation (see page 21)...			22,199	50
Balance paid over to the Receiver-General.....			49,535	24
			71,734	83

A. CAMPBELL,  
*Postmaster-General.*

J. C. STEWART,  
*Superintendent Money Order Branch.*

## REPORT No. 5.

REPORT of all cases occurring within the Year ended 30th June, 1886, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada; showing the particulars of each case, and stating the result of the proceedings instituted therein by the Department.

## I.

## REGISTERED LETTERS.

No.	Name of Writer.	Where Mailed.	When Mailed.	Alleged Contents.	Address of Letter.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Recapitulation.
					Name.	Place.			
1	J. E. Juaire .....	River Beaudette..	1885. July 8...	\$ cts. 34 00	D. Munro .....	Cornwall .....	Only \$29 stated to have been received.	No evidence to account for alleged discrepancy. Cover of letter not preserved.	7
2	J. B. Freeman .....	Chatsworth .....	do 10...	5 00	Jas. Lumbers .....	Toronto .....	Stated to have been received without contents.	No evidence to account for alleged discrepancy.	7
3	B. H. Smith .....	Nanaimo .....	do 13...	75 00	T. D. Conway .....	Chemainus, B.C.	Stated not to have been received by person addressed.	Stated to have been duly despatched from Nanaimo to Chemainus; but the evidence on this point being somewhat unsatisfactory, the Postmaster of Nanaimo was held responsible, and made good contents.	3
4	John Scott .....	Stockton .....	do 17...	46 25	H. R. Morton .....	Winnipeg .....	Stated to have been received without contents.	No evidence to account for alleged discrepancy.	7
5	Samuel Sargent ..	North Ridge .....	do 20...	1 12	S. R. Briggs .....	Toronto .....	Stated not to have been received by person addressed.	Evidence taken in this case showed that there had been some carelessness in the treatment of the letter at the Windsor, Ont., Post Office. The clerks in fault were held responsible, and made good contents.	3

REPORT No. 5.—I. Registered Letters—Report of all cases occurring within the Year ended 30th June, 1886, of abstraction from, or loss of, Letters containing Money sent through the Post in Canada.

No.	Name of Writer.	Where Mailed.	When Mailed.	Alleged Contents.	Address of Letter.		Evidence of Loss or Abstraction.	Class in Reconciliation.
					Name.	Place.		
6	The Postmaster....	Laprairie.....	1885. Aug. 1...	\$ cts 20 39	Bank of Montreal..	Montreal.....	Stated not to have been received by person addressed.	2
7	D. McFarlane.....	Walkerville.....	do 18...	2 00	Angus Campbell ..	Galson, Que..	Contained in registered mail package made up at Laprairie for Montreal, 1st Aug., 1885, which is stated not to have reached the latter office Cause of failure not ascertained.	10
8	Alex. McKinnon...	Gould, Que.....	do 22...	118 00	Eastern Townships Bank.	Cowansville...	Gould Post Office destroyed by fire on the night of 22nd Aug, 1885, and these letters burnt.	5
9	J. W. Graham.....	Carman.....	do 22...	30 00	Arch'd Wright ....	Winnipeg .....	Abstractions committed by a dishonest assistant in the Nelson Post Office, Man., who was brought to trial and sentenced to 3 years in the penitentiary. Money stolen made good by Postmaster.	2
10	Richard Weir.....	Miami.....	do 24...	15 00	Rob't Brown .....	Salterville.....	Contained in registered package made up at the Bancroft Post Office for Belleville and Madoc Travelling Post Office, which is stated not to have reached the latter office. Cause of failure not ascertained.	9
11	H. Z. Cassels .....	Bancroft.....	do 25...	100 00	Merchants Bank ...	Toronto .....	Wentworth Station Post Office entered by burglars, on night of 7th Sept., 1885, and these letters stolen.	7
12	James Reed.....	Wentworth, N.S.....	7...	16 10	A. Robb.....	Amherst, N.S. }	No evidence to account for alleged discrepancy. do ...	...
13	M. Blair.....	do	do 7...	60 00	J. Burritt. ....	Truro, N.S.....	Only \$8.70 stated to have been received	
14	Mrs. Babington...	Forest.....	do 14...	18 70	Patterson & Bros..	Patterson.....	Only \$71 stated to have been received	
15	Alex. Best.....	Buxton.....	do 16...	81 00	E. Adams & Co....	London.....	have been received.	



16	T. Mann.....	Galt.....	do	18...	5 00	Mrs. E Mann .....	Appin.....	Stated to have been received without contents.	Abstraction believed to have been committed by a dishonest Railway Mail Clerk on W. G. & B. Railway. Loss in this case, as well as in others noted below (see references to this case, No 16) made good by sureties. Evidence not of a nature to warrant prosecution.	6
17	Felix Faucault,.....	Plaisance, Que..	do	19...	33 50	Chas. Laberge .....	Ste. Philomène..	Stated not to have been received by person addressed.	Evidence in this case appeared to indicate that the letter was stolen from the Ste. Philomène Post Office. The Postmaster having incautiously allowed strangers to have access to the Post Office, was held responsible and made good contents.	3
18	The Postmaster ...	Drumbo .....	do	24...	195 00	Bank of Montreal..	Brantford .....	Only \$190 stated to have been received	Evidence taken in this case pointed to the conclusion that the letter had been tampered with in course of post, and as it seemed that an opportunity had been afforded for this at the Brantford Post Office, the Postmaster of that office made good the amount abstracted.	5
19	Sales & Halliday...	Merlin .....	do	30...	50 00	Hyslop & Cornell..	Hamilton .....	Only \$45 stated to have been received	No evidence to account for alleged discrepancy.	7
20	N. Chartrand .....	Ste. Marthe .....	Oct.	2...	4 00	Xiste Bourque .....	Montreal .....	Stated not to have been received by person addressed.	The Postmaster of Ste. Marthe having failed to enter this registered letter on the Letter Bill of the mail for Vaudreuil, with which it is stated to have been despatched from his office, was held responsible for its loss, and made good contents.	3
21	Sales & Halliday...	Merlin .....	do	5...	100 00	John Birrell & Co..	London, Ont.....	Stated to have been received without contents.	No evidence to account for alleged discrepancy.	7

REPORT No. 5.—I. Registered Letters.—Report of all cases occurring within the Year ended 30th June, 1886, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada.

No.	Name of Writer.	Where Mailed.	When Mailed.	Alleged Contents.	Address of Letter.		Evidence of Loss of Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Recapitulation.
					Name.	Place.			
22	Donald Tolmé .....	Islay, Ont. ....	1885. Oct. 8...	\$ cts. 1 00	Roderick Campbell	Woodville .....	Stated not to have been received by person addressed.	Contained in registered packages made up at Islay for Woodville, on 8th Oct., 1885, which is stated not to have reached the latter office. Postmaster of Woodville, having failed to report non-receipt of the Islay mail of 8th Oct. at his office, was held responsible, and made good contents	3
23	The Postmaster of Albert.	Trenton ... ..	do 9...	6 50	Frost & Wood .....	Smith's Falls ....	Only 50c. received.	These abstractions are believed to have been committed by an assistant in the Trenton Post Office, who absconded as soon as he became aware that suspicion was directed towards him. Losses made good by the Postmaster of Trenton.	5
24	S. S. Bruntnell .....	Colborne, .....	do 9...	23 85	J. H. Peck .....	Trenton .....	Only 85c. do ...		
25	J. S. Patrick .....	Regina, N.W.T.	do 10...	20 00	Mrs. J. S. Patrick.	do .....	Stated to have been received without contents.		
26	H. R. Dupré .....	Shell River, Man	do 10...	45 00	Chas. A. Farrar ...	Assessippi .....	Stated not to have been received by person addressed.	Believed to have been stolen by a mail courier on the Shell River and Assessippi route; the evidence against whom however, did not appear to be of a nature to warrant prosecution. Contents made good by the mail contractor for the route in question.	8
27	M. Bergeron .....	Bagotville .. ..	do 10...	25 00	Mr. John Burnett.	Renfrew .....	Stated not to have been received by person addressed.	The evidence taken in this case appeared to indicate that the letter disappeared in the Quebec.	3

28	C. N. Happinstall.	St. Thomas, Ont.	do	10...	Watch valued at \$10	Marie Catinière.....	Oka. Que.....	do	...	Enquiry pointed to the conclusion that this packet was duly received at the Oka Post Office, but the Postmaster of that office being unable to show what disposition he made of it, made good the value of its contents.	3
29	Wm. Schrooder....	Elmwood.....	do	17...	9 09	Mrs. Thos. Oliver..	Thornbury.....	Only \$7 stated to have been received.	...	Abstraction committed by F. Hutchinson, an assistant in the Thornbury Post Office, who was brought to trial and sentenced to 5 years in penitentiary. The loss in this case, as well as others noted below ( <i>see</i> references to case No. 29), was made good partly out of money recovered from Hutchinson and partly by the Postmaster at Thornbury.	5
30	Walter Kelsey.....	Allandale .....	do	19...	2 00	Jas. Scroggie.....	Barrie.....	Stated not to have been received by person addressed.	...	Stated to have been duly despatched from Allandale to Barrie, on 19th Oct., 1886. The Postmaster of Barrie having failed to report non-receipt of a letter bill from Allandale on the date mentioned, made good contents.	3
31	Ira T. Stevens .....	St. Thomas, Ont.	do	19...	54 35	Merchants' Bank...	London .....	do	...	Stolen by G. W. Boggs, an assistant in the St. Thomas Post Office who was brought to trial and sentenced to 5 years in penitentiary. The loss in this case, as well as in others noted below ( <i>see</i> references to case No. 31) was made good by the Postmaster of St. Thomas.	3



REPORT, No. 5.—I. Registered Letters.—Report of all cases occurring within the Year ended 30th June, 1886, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada.

No.	Name of Writer.	Where Mailed.	When Mailed.	Alleged Contents	Address of Letter.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Recapitulation.
					Name.	Place.			
			1885.	\$ cts.					
32	Mrs. J. Weighill...	Marbank.....	Oct. 19...	2 50	Thos. Wickett.....	Foxboro'.....	Stated not to have been received by persons addressed	Evidence taken in these cases appeared to indicate that the letters in question were stolen from the Foxboro' Post Office by some party or parties unknown. Opportunity for this having been afforded by a certain want of care in the Foxboro' office, the Postmaster of that office made good contents.	3
33	.....	Campbellford....	do 20...	8 00	Wm. Martin.....	do .....			
34	E. Atkinson.....	Menie .....	do 20...	25 00	Thos. Eggieton...	do .....			
35	E. Merrick.....	Sault Ste. Marie .....	do 20...	5 00	Mrs. E. Merrick.....	Thornbury.....	do	See case No. 29. ....	5
36	J. Burrison.....	Goldwater .....	do 28...	3 00	Mrs. J. Burrison ..	do .....			
37	Mrs. R. Woods .....	Parkdale .....	do 30...	4 00	F. U. Lamb .....	do .....			
38	Mrs. Jas. Johnston .....	Thornbury .....	do 31...	20 00	John Skelton.....	Gollingwood....			
39	E. Theakstone .....	do .....	do 31...	97 50	Trust & Loan Co.	Toronto .....	do	Evidence taken in this case pointed to the conclusion that the letter disappeared in the Quebec Post Office. Enquiry, however, failed to establish how the loss occurred.	4
40	G. W. Forrest .....	Sault au Cochon.	do 31...	1 60	C. E. Forrest.....	Bourg Louis.....			
41	Alex. Harrington....	Tadoussac .....	Nov. 2...	10 00	P. Lapierre.....	Isle d'Orléans.	Stated not to have been received by the persons addressed.	These letters were all duly received at the Quebec Post Office, but there is no record of their despatch thence to their several destinations. Letters were doubtless stolen whilst in the Quebec Post Office, but by whom the enquiry made failed to establish.	4
42	Miss H. Tremblay..	St. Etienne de Saguenay.	do 3...	4 00	V. Rhéaume & Bro.	Montreal .....			
43	J. B. Ledder .....	do .....	do 3...	20 00	Miss Kate Ledder..	do .....			
44	do .....	do .....	do 4...	15 00	J. Constance .....	do .....			
45	Miss V. Asselin.....	Ste. Famille d'Orléans.	do 5...	32 00	Geo. Boulanger....	St. Michel, Bellechasse.			
46	O. Côté.....	Bagotville .....	do 26...	100 00	C. Bertrand & Co..	Isle Verte. ....			

47	Mrs. John Collins.	Clinton, Ont.....	do	7...	100 00	Rev. G. Washing- ton.	Mono Road Sta- tion.	do	...	3
48	J. S. Wallace .....	Alfeldt.....	do	11...	37 50	Mrs. T. Oliver .....	Thornbury .....	Only \$35.50 stated to have been received	The evidence taken in this case pointed to the conclusion that the letter disappeared at the Mono Road Station Post Office, and the Postmaster of that office accordingly made good contents.	5
49	H. & J. Kalfast. ...	Blake.....	do	13...	17 00	James White. ....	Exeter.....	Stated not to have been received by persons addressed.	These letters were believed to have been stolen by a young man who was improperly allowed access to the Kippen Post Office. Contents made good by Postmaster of Kippen.	8
50	Wm. Richardson...	Hill's Green.....	do	13...	5 51	London Mutual Fire Ins. Co.	London.....			
51	John Dewar .....	Pembroke.....	do	14...	9 50	Massey Mfg. Co. ...	Toronto .....	Only \$8.50 stated to have been received	No evidence to account for alleged discrepancy.	7
52	Steel & Myers.....	Thornbury.....	do	17...	75 00	John Stewart & Son.	Hamilton.....	Stated not to have been received by persons addressed.	See case No. 29 .....	5
53	J. E. Hutton .....	do .....	do	17...	50 00	Boyd & Bros.....	Toronto .....			2
54	Dr. Gaudette .....	Ste. Anne des Plaines.	do	17...	1 33	"La Presse" .....	Montreal .....		Contained in registered package despatched from Ste Anne des Plaines to Montreal on 18th Nov., 1885, which is stated to have failed to reach the latter office. Cause of failure could not be discovered.	
55	O. E. Dallaire .....	do ..	do	17...	1 00	W. Desjardins .....	St. Jérôme.....	do		
56	do .....	do ..	do	17...	2 00	L. Demers & Co ...	Quebec.....			
57	M. Sullivan. ....	Malcolm .....	do	16...	90 00	David Maxwell.....	Paris, Ont.....	Only \$80 stated to have been received.		5
58	W. D. Williamson.	Clifford ....	do	25...	15 66	W. Jackson.....	Portage la Prairie	Only \$5.66 stated to have been received.	See case No. 16.....	
59	T. Minton.....	Harriston.....	do	27..	10 00	Mrs. S. Slater.....	St. Louis .....	Stated to have been received without contents.		
60	Peter Gibson.....	Cartwright, Man	do	25...	0 25	George Munro .....	New York .....			
61	Jas. Stevens .....	Bradwardine do	do	26...	1 00	National Pub. Co.	do .....			
62	Jno Grant.....	Souris do	do	28...	5 60	H. A. Knowles .....	Toronto.....			
63	W. J. Bodkin.....	Meadow Lea do	do	30...	1 00	E. E. Sheppard.....	do .....			
64	Wm. Standwen.....	Calif Mountain, Man.	do	30...	25 00	C. Stark.....	do .....			
65	W. J. Bodkin.....	Meadow Lea, Man	do	30...	1 25	"Family Herald"	Montreal .....	Stated not to have been received by persons addressed	Contained in mails burnt with Postal Car on the Canadian Pacific Railway near Mississauga Station on 4th Dec., 1885.	10
66	W. G. Harback .....	Headingley do	do	30...	1 00	Bennett & Co. ....	do .....			
67	Miss Harriott .....	Lower For Garry, Man.	do	30...	1 50	Clinton Bros.....	Clintonville .....			
68	Thos. R. Woods.....	Brownsville, Man	do	28...	60 00	E. McDermid.....	Dutton, Ont .....	do	See Case No. 31.....	3

REPORT No. 5.—I. Registered Letters—Report of all cases occurring within the Year ended 30th June, 1886, of  
abstraction from, or loss of, Letters containing Money sent through the Post in Canada.

No.	Name of Writer.	Where Mailed.	Where Mailed.	Alleged Contents.	Address of Letter.		Evidence of Loss or Abstraction.	Result of Proceedings Instituted in each case by the Department.	Class in Recapitulation.
					Name.	Place.			
				1885.					
69	J. T. Donahue....	Regina.....	Regina.....	Dec. 1...	J. Donahue.....	Parkhill.....			
70	F. G. Marwood....	Qu'Appelle Station.	Qu'Appelle Station.	do 1...	F. Wilson.....	Toronto.....			
71	Jos. Irwin.....	Indian Head.....	Indian Head.....	do 1...	W. H. Orr.....	do .....			
72	W. Murdoch.....	Birtle.....	Birtle.....	do 1...	S. F. Wilson.....	do .....			
73	Jabez Kenyon....	Warleigh.....	Warleigh.....	do 1...	Chas. Stark.....	do .....			
74	The Postmaster....	Qu'Appelle.....	Qu'Appelle.....	do 1...	Postmaster Gen'l.	Ottawa.....			
75	Wm. Entwistle....	Moose Jaw.....	Moose Jaw.....	do 1...	Royal Card Co....	Northford.....			
76	Jno. Brown.....	Morris.....	Morris.....	do 1...	J. Deugall & Son..	Montreal.....			
77	Charles Bird.....	St. James.....	St. James.....	do 1...	P. O. Vickery.....	Augusta, Me....			
78	Charles Bird.....	Alex. Station....	Alex. Station....	do 1...	A. W. Forrest.....	Brooklyn.....			
79	M. Murphy.....	Regina.....	Regina.....	do 1...	Mrs. W. J. Murphy	Kemptville.....			
80	Mrs. L. Stone.....	Qu'Appelle Station.	Qu'Appelle Station.	do 1...	Miss J. A. Ginnis..	Belleville.....			
81	G. H. Bulvea.....	do .....	do .....	do 1...	Dom. Safety Fund	St. John, N.B....			
82	W. H. Elliott.....	Broadview.....	Broadview.....	do 1...	W. King.....	Kingston.....			
83	W. Bristol.....	Moosomin.....	Moosomin.....	do 1...	Mrs. W. Bristol....	Madoc.....			
84	Thos. Wiley.....	Whitewood Station.	Whitewood Station.	do 1...	Victoria Warder...	Lindsay.....			
85	T. Leblanc.....	Poplar Point.....	Poplar Point.....	do 1...	Mrs. G. Leblanc....	Black Cape.....			
86	Massey Mfg. Co....	St. Boniface.....	St. Boniface.....	do 1...	T. Spittswood.....	Bowmanville....			
87	J. B. Jackson.....	Brandon.....	Brandon.....	do 2...	" " Family Herald "	Montreal.....			
88	G. Broadfoot.....	Woodland.....	Woodland.....	do 2...	J. Dougall & Son..	do .....			
89	Rev. J. B. Fortier.	Bate St. Paul....	Bate St. Paul....	do 2...	Secur Directrice...	do .....			
90	do .....	do .....	do .....	do 2...	Cadieux & Delorme	New York.....			
91	O. Simonsen.....	Winnipeg.....	Winnipeg.....	do 2...	R. E. Jeanson.....	Montreal.....			
92	Union Bank.....	do .....	do .....	do 2...	Miss M. Ingram....	Bryson.....			
93	Thos. Ingram.....	Grissold.....	Grissold.....	do 2...	Mrs. McCabe.....	Zephyr.....			
94	Mary McCabe.....	Winnipeg.....	Winnipeg.....	do 2...	J. B. Traves.....	Port Hope.....			
95	Dr. Oorbelt.....	do .....	do .....	do 2...	Geo. Wilson.....	do .....			
96	do .....	do .....	do .....	do 2...	" Family Herald "	Montreal.....			
97	P. O. Sterin.....	Cross Lake Station.	Cross Lake Station.	do 2...	do .....	do .....			
98	A. E. Hayward....	Brandon.....	Brandon.....	do 2...	Frank Hayward....	Toronto.....			
99								Contained in mails burnt with Postal Car on the Canadian Pacific Railway near Mississauga Station on 4th Dec., 1886.	10



99	John Patterson.....	Archibald.....	do	2...	0 50	A. M. Oresby.....	do	.....	3	This letter was received at the Melrose, N.S., Post Office, and despatched to Cross Roads, Country Harbor, on 7th Dec., 1885. The Postmaster of the latter office being unable to produce the Melrose Letter Bill of 7th Dec., 1885, or to show what disposition had been made of the letter, made good contents. No evidence to account for alleged discrepancy.
100	Jas. Caves.....	Snowflake.....	do	2...	100 00	do	do	.....		
101	Wright Bros.....	Morden.....	do	2...	5 00	Miss F. B. Dombey.....	do	.....		
102	Mrs. Perrett.....	Winnipeg.....	do	2...	2 00	"Monetary Times".....	do	.....		
103	C. B. Ketchup.....	do	do	2...	5 00	Mrs. R. Hyslop.....	Stayner	.....		
104	H. McDougall.....	do	do	2...	12 00	Mrs. Wood.....	Toronto.	.....		
105	Union Bank.....	do	do	2...	15 50	A. Cox.....	do	.....		
106	W. J. Mitchell.....	do	do	2...	25 00	Federal Bank.....	do	.....		
107	Amelia Yeomans.....	do	do	2...	5 00	S. E. Hall.....	do	.....		
108	Union Bank.....	do	do	2...	35 00	Union Bank.....	Ottawa.	.....		
110	Miss Champion.....	Toronto.....	do	2...	10 00	T. Milward.....	Stormont, N.S..	.....		
111	J. E. Bachelder....	Chatham, Ont...	do	5...	14 04	London Mut'l Fire Insurance Co.	London	.....	7	Only \$4.04 stated to have been received.
112	A. Barnslough.....	Brussels.....	do	8...	8 00	Geo. Glasco.....	Brantford	.....	See Case No. 16 .....	
113	Thomas Smith.....	Clifford.....	do	9...	10 00	Charles Smith.....	Chicago.....	.....		
114	J. D. Caswell.....	Palmerston.....	do	9...	79 00	W. J. Smith.....	Inverness.....	.....		
115	Catharine Jones...	Klippen.....	do	25...	5 00	W. J. Jones.....	Trenton.....	.....		
116	A. Schell.....	Chippawa Hill...	do	25...	50 00	T. Peden.....	Shelldmouth, Man	...		
117	H. Zicken.....	Saugeen.....	do	25...	14 00	The Treasurer, Municipality of St. Anne's, Man.	St. Anne's, Man.	...		
118	Skinner & Co.....	Kingston.....	do	19...	19 41	Young & Bros.....	Hamilton.....	.....	8	Evidence in this case pointed to the conclusion that the letter was stolen from the mail between the Kingston Post Office and the railway station; but by whom the theft was committed could not be ascertained. Contents made good by the mail contractor.

REPORT No. 5.—I. Registered Letters.—Report of all cases occurring within the Year ended 30th June, 1886, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada.

No.	Name of Writer.	Where Mailed.	When Mailed.	Alleged Contents.	Address of Letter.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Receptulation.
					Name.	Place.			
119	G. Brown .....	Brinsley .....	1885. Dec. 19...	\$ 62 64	Risley & Kerrigan.	Toronto .....	Only \$52.64 stated to have been received.	No evidence to account for alleged discrepancy. Cover of letter not preserved.	7
120	Mrs. Harcourt .....	Duluth, Minn. ...	do 25...	4 00	Mrs. Jane Hills ....	Alliston .....	Stated to have been received without contents.	Abstraction committed by L. P. McDonald, a Railway Mail Clerk on Northern and North-Western Railway, who was arrested, brought to trial, and sentenced to 5 years in penitentiary. The loss in this case, as well as in others noted below (see references to this case, No. 120), was made good by McDonald's sureties.	5
121	R. Martin .....	Guigues .....	do 31...	7 00	James Martin .....	Montmagny .....	} Stated not to have been received by persons addressed	} Stated to have been contained in a registered package made up by the Quebec and River du Loup Mail Clerk on 31st Dec., 1886, for Montmagny, but to have failed to reach the latter office. Cause of failure could not be discovered.	2
122	Alfred Birch .....	Montreal .....	do 31...	0 58	Jos. Fiset .....	do .....			
123	Dlle. M. Normand.	St. François d'Orleans.	do 31...	1 05	F. Normand .....	Isle aux Grues ...			
124	D. Terry .....	Linwood .....	do 29...	2 00	"Guardian" Office	Toronto, ....	do	The Postmaster of Berlin having failed to continue registration of this letter, made good contents.	3
125	D. McLaughlan .....	Millford, Man. ...	1886. Jan. 1...	25 00	A. Harrison & Co..	Winnipeg .....	} Stated not to have been received by persons addressed	} These letters were stolen from the mail <i>en route</i> between Millford and Brandon. The mail contractor was held responsible, and made good contents. Suspicion was directed towards a former	8
126	Alfred Birch .....	Glenboro', Man. ...	do 1...	19 43	T. J. McBride. ....	do .....			
127	Wm. McKenzie .....	do .....	do 1...	22 46	do .....	do .....			
128	James Ducan .....	do .....	do 1...	27 50	G. A. Muttiebury..	do .....	} Stated not to have been received by persons addressed	} These letters were stolen from the mail <i>en route</i> between Millford and Brandon. The mail contractor was held responsible, and made good contents. Suspicion was directed towards a former	8
129	do .....	do .....	do 1...	1 00	"Free Press" .....	do .....			
130	John Thompson, ...	do .....	do 1...	23 21	Massey Mfg Co., ...	do .....			
131	John Wheeler, ....	do .....	do 1...	10 63	Robt. Strong .....	do .....	} Stated not to have been received by persons addressed	} These letters were stolen from the mail <i>en route</i> between Millford and Brandon. The mail contractor was held responsible, and made good contents. Suspicion was directed towards a former	8
132	Thos. McGinnis .....	do .....	do 1...	7 30	Massey Mfg Co., ...	do .....			

132	Isaac Ingram.....	do	.....	do	1...	22 00	A. Harris, Son & Co "Family Herald" J. M. Fraser .... A. Harris, Son & Co	do	.....	Montreal .....	do	.....	Stated to have been received without contents.	See case No. 16.....	5
133	James Duncan.....	Glenboro'.....	do	.....	do	1...	5 00	do	.....	do	.....	do	Stated not to have been received by person addressed.	Contained in mail made up at Omamee for Toronto on 7th January, 1886, which was lost or stolen at Blackwater Junction, on Midland Railway.	9
134	James Thorabert....	Millford.....	do	.....	do	1...	10 00	do	.....	do	.....	do	do	The evidence taken in these cases pointed strongly to the conclusion that the abstractions were committed by an assistant in the Dorchester Station Post Office, the evidence against whom, however, did not appear to be sufficient to warrant prosecution. The loss in these cases, as well as in others noted below (Class II),—see references to No. 139, Class I,—was made good by the Postmaster of Dorchester Station.	5
135	Wm. Turnbull.....	do	.....	do	2...	15 75	do	do	.....	Winnipeg.....	do	.....	do	See case No. 120.....	5
137	G. J. Kunz.....	Fergus.....	do	.....	do	2...	5 00	C. Berkmeier .....	do	Statington, Pa....	do	.....	Stated to have been received without contents.	See case No. 120.....	5
138	Miss C. B. Fagan....	Downeyville.....	do	.....	do	6...	1 00	Thos. Coffee.....	do	London, Ont.....	do	.....	Stated not to have been received by person addressed.	Contained in mail made up at Omamee for Toronto on 7th January, 1886, which was lost or stolen at Blackwater Junction, on Midland Railway.	9
139	Jacob Dickey.....	Dorchester Station.	do	.....	do	4...	1 20	Art Publishing Co.	do	Toronto .....	do	.....	Only 20c. stated to have been received.	See case No. 120.....	5
140	W. W. Jelly .....	Harrietsville.....	do	.....	do	7...	2 50	E. S. Greeley & Co	do	New York .....	do	.....	Stated to have been received without contents.	Contained in mail made up at Omamee for Toronto on 7th January, 1886, which was lost or stolen at Blackwater Junction, on Midland Railway.	9
141	Wm. Ingram.....	Dorchester Station.	do	.....	do	11...	25 00	Chas. Simpson .....	do	Ingersoll.....	do	.....	do	The evidence taken in these cases pointed strongly to the conclusion that the abstractions were committed by an assistant in the Dorchester Station Post Office, the evidence against whom, however, did not appear to be sufficient to warrant prosecution. The loss in these cases, as well as in others noted below (Class II),—see references to No. 139, Class I,—was made good by the Postmaster of Dorchester Station.	5
142	J. H. Hunt.....	do	do	.....	do	12...	34 00	J. M. Stabler.....	do	Berlin.....	do	.....	Only \$12 stated to have been received.	See case No. 120.....	5
143	Chas. Grey.....	Clarksburg.....	do	.....	do	4...	42 50	Francis Arnott.....	do	Badjeros, Ont....	do	.....	Only \$32.50 stated to have been received.	See case No. 120.....	5
144	Mrs. Cumberland.	Lisle.....	do	.....	do	8...	3 00	"Christian Herald"	do	New York .....	do	.....	Stated to have been received without contents.	Contained in mail made up at Omamee for Toronto on 7th January, 1886, which was lost or stolen at Blackwater Junction, on Midland Railway.	9
145	Taylor & Oates.....	Toronto.....	do	.....	do	22...	400 00	W. Campbell .....	do	Duntroon.....	do	.....	Only \$370 stated to have been received.	See case No. 120.....	5
146	D. Leadley .....	do	do	.....	do	9...	20 00	John Jones .....	do	Riverview .....	do	.....	Stated not to have been received by person addressed.	This letter was despatched from Toronto to T. G. & B. Railway P. O. on 11th Jan., 1886, and its receipt acknowledged by the latter office, but no further trace of it could be found. The mail clerk in charge being unable to show what disposition he had made of the letter, was held responsible for its loss, and made good contents.	3
147	John Agnew.....	Elm Grove.....	do	.....	do	12...	9 00	H. A. Allan.....	do	Port Elgin.....	do	.....	See case No. 120.....	See case No. 120.....	5



REPORT No. 5.—I. Registered Letters.—Report of all cases occurring within the Year ended 30th June, 1886, of abstraction from, or loss of, Letters containing Money, sent through the Post in Canada.

iii

No.	Name of Writer.	Where Mailed.	When Mailed.	Alleged Contents.	Address of Letter.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Recapitulation.
				\$ cts.	Name.	Place.			
148	Rev. M. Bernier ...	Viger .....	1886. Jan. 13...	25 00	Rev. Mr. Aubry ...	St. Jean .....	Stated not to have been received by person addressed.	This letter was duly despatched from Viger to St. Arsène on 13th Jan, 1886, and received at the latter office, but no further trace of it could be found. Contents made good by Postmaster of St. Arsène.	3
149	Abel M. Reed .....	Lanes .....	do 28...	6 30	London Mutual Fire Ins. Co.	London .....	Only \$1.30 stated to have been received.	Evidence pointed to the conclusion that this letter, as well as another referred to below, had been tampered with at the Belfast Post Office and the loss was accordingly made good by the Postmaster of that office, upon whom personally, however, no suspicion rested. See case No. 154.	5
150	Wm. Johnson. ....	Hillsdale .....	Feb. 1...	53 38	J. Mason .....	Toronto .....	Only \$48.38 stated to have been received.	No evidence to account for alleged discrepancy.	7
151	D. M. Hunt. ....	Omagh .....	do 3...	6 00	McDonald & Summerville.	Ridgetown .....	Stated to have been received without contents.	do do	7
152	Miss J. J. Ball .....	Merrittton. ....	do 6...	10 00	Mrs. J. A. Cryslar.	Fonthill .....	Only \$5 stated to have been received.	do do	7
153	J. O. Stewart. ....	Owen Sound. ....	do 8...	25 00	M. A. Lennox .....	Malvern .....	Stated not to have been received by person addressed.	Evidence in this case pointed to the conclusion that the letter disappeared at the Mail-vern Post Office and the Postmaster of that office accordingly made good contents.	3
154	Nail McLeod. ....	Lanes .....	do 2...	37 00	Noxon Bros. ....	Ingersoll. ....	Only \$30 stated to have been received.	See case No. 149 .....	5

155	T. N. Vanblancom	Arden Station, Mass.	do	3...	2 00	Miss McBurney.....	Winnipeg .....	Stated not to have been received by person addressed.	The Postmaster of Arden Station having omitted to enter this letter on the letter bill of the mail with which it should have been despatched from his office, was held responsible for its loss, and made good contents.	3
156	Quebec Bank.....	Three Rivers.....	do	6...	489 54	John Skrooder.....	Baie St. Paul ....	Only \$479.54 stated to have been received.	No evidence to account for the alleged discrepancy.	7
157	Peter Decker.....	Lavender .....	do	7...	10 00	Oliver T. Decker..	Print, Mich....	Stated to have been received without contents.	See case No. 120.....	5
158	J. S. Halton.....	Lisle.....	do	12...	10 00	James Scott .....	Elkhorn, Man. }	Stated not to have been received by persons addressed.	Truro Post Office entered by burglars on the morning of the 15th Feb., 1886, and these letters stolen. No clue obtained to the perpetrators of the theft	9
159	Chambers Bros. ...	New Glasgow ..	do	13...	144 00	Martin Dickie. ....	Truro .....			
160	Alex. Morrison....	Thomson's Mills	do	13...	5 00	Daniel Gunn.....	do .....			
161	G. A. Peppy.....	Truro .....	do	13...	5 00	American Sewing Machine Co.	Boston.....			
162	Jas. McDonald....	Hopewell. ....	do	13...	20 00	T. B. Spencer & Co.	Great Village.			
163	Roderick McKay...	Plainfield .....	do	13...	50 00	H. H. McKay.....	Montreal .....	do	Supposed to have been stolen from the Hope Post Office. A party suspected of the theft was arrested, brought to trial and acquitted. The Postmaster admitting that he had not made proper provisions for the safe keeping of correspondence in his office, made good contents.	8
164	Henry Hunter .....	Hope, B O.....	do	14...	170 00	Thomas Earle .....	Victoria, B C....	do	Albion Post Office destroyed by fire 19th Feb., 1886, and this letter burnt.	10
165	Miss Bolton.....	Hensall .....	do	19...	1 50	Mrs. H. Garthouse	Albion.....	Stated not to have been received by person addressed.	See Case No. 31.....	3
166	Mr. Jas. Staliker...	Highgate.....	do	23...	50 00	Cracker & Sons...	St. Thomas, Ont	do	Trace was lost of this letter in the Montreal Post Office, and the Clerk through whose neglect this occurred made good contents.	3
167	J. B. L'Heureux...	Point St Charles	do	23...	10 00	J. L'Heureux.....	Roxton Falls....	do		
168	C. D'Amico.....	Quebec.....	do	23...	55 00	Davide Ferro.....	New York .....	Only \$45 stated to have been received.	The probability in this case appeared to be that this letter was tampered with in the Quebec Post Office, but no evidence could be obtained sufficient to prove by whom.	6

Report No. 5.—I. Registered Letters—Report of all cases occurring within the Year ended 30th June, 1886, of abstraction from, or loss of, Letters containing Money sent through the Post in Canada

No.	Name of Writer.	Where Mailed.	When Mailed.	Alleged Contents.	Address of Letter.		Evidence of Loss or Abstraction.	Class in Recaptulation.
					Name.	Place.		
169	Jas. Wallace .....	Hillsdale .....	1886.	\$ cts	J. Dougall & Son..	Montreal .....	These letters were destroyed by fire on the night of the 26th Feb., 1886, in consequence of the burning of a Postal Car on the Northern Railway caused by an accident on that road.	10
170	E. S. Brown .....	Collingwood .....	Feb. 25...	0 50	" Family Herald "	do .....		
171	J. H. Jackson .....	Severn Bridge .....	do 26...	0 80	W. J. Gage .....	Toronto .....		
172	C. T. Steele .....	Barrie .....	do 26...	35 00	C. Davis .....	St. Andrews .....		
173	Mrs. Geo. Forth .....	Gravenhurst .....	do 26...	6 00	" Family Herald "	Montreal .....		
174	John Wood .....	Bracebridge .....	do 26...	1 00	Robert Griffith .....	Harwood .....		
175	J. B. Armstrong .....	Orillia .....	do 26...	15 00	T. M. Edmundson & Co.	Oshawa .....		
176	James Sinclair .....	Muskoka Falls .....	do 26...	9 40	J. Dougall & Son..	Montreal .....		
177	Geo. Purdy .....	South River .....	do 23...	1 00	Mrs. Geo. Purdy..	Blackburn .....		
178	J. B. Hebert .....	St. Etienne .....	Mar. 1...	1 03	S. Huet .....	St. Antoine Abbé .....		
179	E. Bergevin .....	Beauharnois .....	do 1...	10 20	J. B. Rolland & fils	Montreal .....	Stated not to have been received by persons addressed	2
180	E. D. Dolan .....	do .....	do 1...	19 20	Taylor Bros. ....	do .....		
181	Julius Leonard .....	do .....	do 1...	2 00	W. H. Cross .....	do .....		
182	Thomas Brossait .....	do .....	do 1...	1 00	D. Leduc .....	St. Scholastique.		
183	The Postmaster .....	St. Helens .....	do 1...	4 00	The Registrar. . .	Goderich .....	Stated to have been received without contents.	7
184	P. H. Kelley .....	Tabusintac .....	do 8...	0 15	Stinson & Co. ....	Portland, Me. ....	Stated not to have been received by persons addressed	2
185	B. M. Moran .....	Chatham, N.B. ....	do 9...	15 62	W. H. Hayward .....	St. John, N.B. ....		
186	R. B. Adams .....	do .....	do 9...	10 00	New Orleans Bank	New Orleans .....		
187	W. M. Baker .....	do .....	do 9...	5 00	E. & T. Crawford..	St. John, N.B. ....		
188	Bessie F. Ferguson .....	do .....	do 9...	1 76	Manchester, Robertson & Allison	do .....		
189	J. W. Girvan .....	do .....	do 9...	3000 00	R. A. & J. Stewart	do .....		
190	do .....	do .....	do 9...	2100 00	do .....	do .....	Contained in a registered package made up at Chatham, N.B., for St. John, N.B., on 9th March, 1886, which is reported not to have reached the latter office. Package was	



191	Mrs. M. Hollis .....	do	23...	2 00	M. Kilgour... ..	Arthur..... ..	do	...	8	doubtless stolen whilst in the custody of the Post Office; but at what point, or by whom, the enquiry made failed to establish.
192	J. Burnett..... ..	do	24..	24 50	Treasurer, Co. Grey	Grey..... ..	do	...	8	Supposed to have been stolen by a railway official on the Elora Branch of the Credit Valley Railway, the evidence against whom, however, was not of a nature to warrant prosecution. Contents recovered. Suspected party removed from his position.
193	R. Gulley..... ..	do	21..	3 05	Mutual Fire Insurance Co.	Mount Forest....	do	...	8	
194	The Postmaster ....	Cross Lake Station.	April 2..	29 00	Merchants Bank...	Winnipeg .....	Stated not to have been received by persons addressed.	...	3	Evidence taken in this case showed that a Railway Mail Clerk, through whose hands the letter passed, had not taken proper care of it, and the amount of the contents was accordingly made good out of his salary.
195	N. Gravelle .....	Notre Dame du Lac.	do	16 00	Frost & Wood .....	Smith's Falls....	do	...	10	These letters were contained in mail lost through the ice on the Lièvre River, <i>en route</i> between High Rock and Buckingham, 10th April, 1886.
196	Jas. McCabe.....	do	do	21 00	Montreal Bank.....	Ottawa .....	do	...	10	
197	Rev. E. Finguer....	do	do	1 00	M. Lancotes .....	Montreal .....	do	...	10	
198	do	do	do	6 00	G. Lecaire .....	W. Lanore.....	do	...	10	
199	Alice, Bail & Co....	St. Gerard de Montarville.	do	5 00	Gilbert Daoust....	Buckingham ....	do	...	10	
200	The Postmaster....	Notre Dame du Pont Main.	do	0 55	Montreal Bank .....	Ottawa .....	do	...	10	
201	do	do	do	0 59	T. P. French.....	do .....	do	...	10	
202	J. Jordan .....	High Rock .....	do	10 00	I. McKenzie .....	Buckingham ....	do	...	10	
203	J. G. Robinson ....	Holland's Mills.	do	1 00	Wm. Evans .....	Montreal .....	do	...	10	
204	Mrs. W. L. Holland	do	do	2 00	The "Mail" .....	Toronto .....	do	...	10	
205	The Postmaster....	do	do	10 00	Montreal Bank....	Ottawa .....	do	...	10	
206	W. H. Wiliter ....	Guiguas.....	do	2 10	J. H. Bonsell .....	Poltimore, Que	do	...	10	
207	Miss M. Campbell..	Toronto, East Branch, P.O.	do	10 50	Frank Moffatt .....	Ingersoll .....	Only \$5.50 stated to have been received	...	5	Evidence pointed to the conclusion that this abstraction was committed at the Toronto, East Branch Post Office. Loss made good by the Postmaster in charge of that office. See cases 211 and 212.
208	A. Murray .....	West Huntingdon.	do	5 00	Canada Permanent Loan & Savings Society.	Toronto .....	Stated to have been received without contents.	...	7	No evidence to account for alleged discrepancy.

REPORT No. 5—I. Registered Letters.—Report of all cases occurring within the Year ended 30th June, 1886, of abstraction from, or loss of, Letters containing Money, sent through the Post in Canada.

No.	Name of Writer.	Where Mailed.	When Mailed.	Alleged Contents.	Address of Letter.		Evidence of Loss of Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Recapitulation.
					Name.	Place.			
209	James Watson.....	Priceville .....	1886. April 15...	\$ cts 7 25	J. Twitchell .....	Clinton, Ont.....	Stated not to have been received by person addressed.	This letter could not be traced beyond the Travelling P. O. on the Toronto, Grey & Bruce section of Canadian Pacific Railway, where registration had been dropped. Clerk in charge was accordingly required to make good contents No evidence to account for alleged discrepancy.	3
210	H. McGill, jun.....	Kearney .....	do 19...	10 00	Toronto Knitting Co.	Toronto .....	Stated to have been received without contents.	No evidence to account for alleged discrepancy.	7
211	Wm. Turton .....	Toronto, East Branch.	do 26...	9 00	Mrs. W. Turton....	Peterboro'....	Stated not to have been received by persons addressed.	Evidence pointed to the conclusion that these letters were stolen at the Toronto East Branch Post Office. Contents made good by Postmaster of that office. See case 207.	3
212	McColl Bros. & Co	do ..	do 30...	25 00	John Torrance ....	Belleville .....			3
213	Rev. R. H. Warden	Montreal .....	do 30...	50 00	W. Deeks .....	North Williamsburg.	do	The Postmaster of Morrisburg having failed to report the non-receipt at his office of the Letter Bill from Montreal of 30th April, 1886, which accompanied the letter in question, made good contents.	3
214	James Keating ....	Rivière à Pierre..	do 27...	10 00	Mrs. Jas. Keating..	Ste. Cuneigonde..	Stated to have been received without contents.	No evidence to account for alleged discrepancy.	7
215	M. Behan .....	Braeside .....	May 3...	9 20	John McLaren .....	Renfrew .....	Stated not to have been received by person addressed.	Stated to have been despatched from Braeside, 3rd May, 1886, to Railway Mail Clerk between Ottawa and Pembroke. The clerk, although acknowledging the receipt of the Braeside letter bill, was un-	3

216	Mr. Lindsay .....	New York.....	do	3...	12 00	Duncan Lindsay...	Peterson's Cor- ners.	do	...	able to show what disposition he had made of it, or of the letter itself, and made good contents accordingly. Evidence in this case pointed strongly to the conclusion that this letter was stolen at the Peterson's Corners Post Office. Contents made good by the Postmaster, who was removed from the charge of the office.	3
217	Robert Doherty...	Island Brook.....	do	8...	70 00	British American Land Co.	Sherbrooke, Que.	do	...	The Island Brook Post Office was entered by burglars on the night of 9th May, 1886, and this letter stolen. A man named Alfred Harvey was arrested for the offence, tried and sentenced to 2 years in penitentiary.	9
218	Pierre Devine ....	Jacksonville, N.Y.	do	10...	40 00	Mrs. Pierre Devine.	Grand Bend, Ont.	do	...	The evidence taken in this case showed that the letter disap- peared at the Grand Bend Post Office, the supposition being that it was stolen from the counter. Contents made good by Postmaster.	8
219	George A. Patton.	Vancouver, B.C.	do	12...	73 00	Isabel B. Anderson	Victoria, B.C ...	do	...	Vancouver Post Office des- troyed by fire, 13th June, 1885, and this letter burnt.	10
220	F. M. McDonald ...	Bark's Falls .....	do	21...	2 00	J. D. Hourahan ...	Staunton, Va....	{	(Stated to have been received without contents.	See case No. 120.....	5
221	.....	Hamilton.....	do	25...	10 00	R. W. Muchmore..	Providence Bay.				



## REPORT No. 5.—Continued.

## II.

## UNREGISTERED LETTERS.

No.	Name of Writer.	Where Mailed.	When Mailed.	Alleged Contents.	Address of Letter.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Recapitulation.
					Name.	Place.			
1	Mary Ann Scott ...	Proton .....	1885. July 1...	\$ 5 00	Agnes E. Scott....	Angus .....	Stated not to have been received by person addressed.	No trace, owing to want of registration.	1
2	J. R. Stevenson....	Sutton West....	do	5 00	Mrs. E. Stevenson..	Toronto .....	do	do	...
3	E. Boutin .....	Hull .....	do	10 00	Dame N. Gagné ...	Rimouski .....	do	do	...
4	John Baker .....	Montreal .....	do	10 00	Elliott & Co .....	Montreal .....	do	do	...
5	Wm. Kelly .....	Trenton .....	do	35 00	Mrs. W. Kelly .....	Kingston .....	do	do	...
6	Thos. Ellison .....	End of Track ..	do	10 00	Mrs. M. Ellison ...	Cartwright, Man ..	do	do	...
7	D. Goyer .....	Ottawa .....	do	10 00	J. H. Jones & Co...	Montreal .....	do	do	...
8	Z. La France .....	Owen Sound....	do	30 00	Mrs. Z. LaFrance..	Cedars, Que .....	do	do	...
9	Hattie Walkinshaw ..	Mitcell .....	do	3 00	Mrs. Grey .....	Stratford .....	do	do	...
10	R. Golding .....	St. John, N.B....	do	5 03	Ontario Bank. ....	Toronto .....	do	do	...
11	Mrs. J. N. McKay ..	Brantford .....	do	1 00	Lella E. McKay ...	Brooklin, Ont ...	do	do	...
12	Wm. J. Shaw .....	Peterboro' .....	do	22 00	Donald Shaw .....	Haliburton. ....	do	do	...
13	Kingan & Co. ....	do .....	do	5 00	C. Robinson .....	Toronto .....	do	do	...
14	C. M. Godkin .....	Fredericton, N.B.	do	16...	Thos. Furlong .....	St. John, N.B....	do	do	...
15	H. E. W. Campbell ..	Gananoque .....	do	20 00	W. E. Brown .....	Hamilton .....	do	do	...
16	A. Archambault .....	Montreal .....	do	1 00	W. Ahern .....	Montreal .....	do	do	...
17	Wm. Curran .....	Chalottetown....	do	5 00	M. J. Curran .....	Curran P. O. ....	do	do	...
18	J. Cobe .....	Ottawa .....	do	12 00	Mrs. J. Cobe .....	Quebec .....	do	do	...
19	Alexr. Mathews....	Alberton .....	do	6 25	Jas. A. Fraser .....	Summerside .....	do	do	...
20	D. J. Bain .....	Paisley .....	do	15 00	Lyman Bros & Co ..	Toronto .....	do	do	...
21	C. A. Begg .....	Campbellford....	do	10 00	Geo P. Reid .....	Burleigh Falls...	do	do	...
22	W. Sturgeon .....	Newboro' .....	do	20 00	J. G. Campbell ....	Kingston .....	do	do	...
23	D. Henderson .....	West Essex .....	do	50 00	Eby, Blain & Co....	Toronto .....	do	do	...

See case No. 120, Class I.....

	Chas. H. Gwilt....	Montreal.....	Aug. 3...	20 00	Mrs. Gwilt.....	Little Metis.....	Stated not to have been received by person addressed.	No trace, owing to want of registration.	
24	Chas. H. Gwilt....	Montreal.....	Aug. 3...	20 00	Mrs. Gwilt.....	Little Metis.....	Stated not to have been received by person addressed.	No trace, owing to want of registration.	1
25	Richard Smith....	Owen Sound....	do 3...	5 00	Thos. Smith.....	Toronto.....	do	do	...
26	R. Scott.....	Pakenham....	do 4...	1 30	J. A. Matthewman & Co.	Montreal.....	do	do	...
27	John Sadler.....	London.....	do 5...	15 00	Mrs. Sadler.....	Ottawa.....	do	do	...
28	Mrs. Cordrey.....	Montreal.....	do 6...	10 00	W. G. Cordrey....	Toronto.....	do	do	...
29	A. Pilon.....	Suttonville....	do 9...	20 00	Mrs. A. Legault..	Ste. Anne de Bellevue.	do	do	...
30	J. W. LeB. Ross...	Cardinal.....	do 11...	25 00	Mrs. LeB. Ross...	Ottawa.....	do	do	...
31	M. Mosseau....	Belle River....	do 12...	10 00	M. J. Woodward..	Petrolia.....	do	do	...
32	W. Ward.....	Deseronto Stat'n	do 17...	13 00	Mrs. W. Ward....	Kingston....	do	do	...
33	Miss J. McCulloch.	Montreal.....	do 13...	2 00	Mrs. M. McCulloch	Murray Bay..	do	do	...
34	James Gunn.....	Carleton Place..	do 17...	5 00	David Bowes.....	Montreal.....	do	do	...
35	J. H. Scott.....	Kincardine.....	do 17...	5 00	Mrs. J. H. Scott..	Toronto.....	do	See case No. 16, class I.....	3
36	J. B. Biron.....	Montreal.....	do 19...	2 00	Louis Biron.....	L'Assomption..	do	No trace, owing to want of registration.	1
37	A. Ménard.....	do	do 20...	6 10	Jos. Ménard.....	St. Grégoire...	do	do	...
38	F. M. Dinwoodie..	Bradford.....	do 24...	40 00	Mrs. F. M. Dinwoodie.	Lakefield.....	do	do	...
39	S. Proctor.....	Almonte.....	do 30...	7 00	Chas. Stalk.....	Toronto.....	do	do	...
40	W. R. Hughes....	Lennox, Man....	do 31...	0 60	Rev. W. Briggs....	do	do	Supposed to have been lost in the Lennox Post Office. Contents made good by Postmaster of that office.	3
41	N. J. H. Green.....	Mitchell.....	End of Aug.	5 50	W. W. Parke & Co	do	Only \$5 stated to have been received.	No evidence to account for alleged discrepancy. Cover of letter not preserved.	7
42	J. D. McKenzie....	Vermillion Bay..	do ..	5 00	Maggie McKenzie	Keewatin.....	Stated not to have been received by person addressed.	No trace, owing to want of registration.	1
43	M. C. Whiteford..	Winnipeg.....	do ..	3 50	Mrs. Wm. Riggs...	Manitou, Man...	do	do	...
44	John Mahon.....	Hamilton.....	Sept. 2...	1 00	Mrs. John Mahon..	Woodstock, Ont.	Stated not to have been received by person addressed.	No trace, owing to want of registration.	1
45	P. Gillin.....	Woodstock, N.B.	do 2...	5 00	T. Rankin & Son...	St. John, N.B....	do	do	...
46	N. J. H. Green....	Mitchell.....	do 5...	1 90	Croft & Son.....	Toronto.....	Only 90c. stated to have been received.	No evidence to account for alleged discrepancy. Cover of letter not preserved.	7
47	E. S. Kilgour.....	Drayton.....	do 4...	10 00	Mrs. M. Kilgour...	do	Stated not to have been received by persons addressed.	See case No. 16, class I.....	3
48	J. A. Rothwell.....	Walkerton.....	do 19...	4 00	W. Rothwell.....	Hillview, Man..	do	do	...

REPORT No. 5.—II. Unregistered Letters.—Report of all cases occurring within the Year ended 30th June, 1883, of  
abstraction from, or loss of, Letters containing Money sent through the Post in Canada.

No.	Name of Writer.	Where Mailed.	When Mailed.	Alleged Contents.	Address of Letter.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Receptation.
					Name.	Place.			
			1885.	\$ cts.					
49	J. T. G. Whyte ...	Renfrew .....	Sept. 8...	20 00	Mrs. J. T. G. Whyte	Ottawa.....	Stated not to have been received by person addressed..	No trace, owing to want of registration.	1
50	Thos. Oxley .....	Winipeg .....	do 9...	20 00	Mrs. Oxley .....	Halifax.....	do	do	...
51	A. McJ. Dawson....	Three Rivers....	do 10...	1 00	Chas Hughes.....	Montreal .....	do	do	...
52	John Mahon .....	Hamilton .....	do 12...	1 00	Mrs. John Mahon...	Woodstock, Ont.	do	do	...
53	do .....	do .....	do 19...	1 00	do	do	do	do	...
54	Hon. Judge Dubuc .....	Port Arthur .....	do 19...	2 00	Mlle C. Dubuc ....	St. Michel de Na pierville.	do	do	...
55	John Watson .....	Toronto .....	do 19...	21 00	George Sully .....	Mystic .....	do	do	...
56	Wm. McKerrow....	Havelock .....	do 22...	20 00	Macdonell & Mudie	Kingston.....	do	do	...
57	Elodie Lasalle....	Joliette .....	do 23...	7 00	Vdme. J Dupont...	Montreal .....	do	do	...
58	J. T. Kirk .....	Frederickton, N.B.	do 24...	1 00	Jas. T. Kirk .....	Portland, N.B...	do	do	...
59	Capt. P. Britt .....	St. John, N.B....	do 29...	20 00	L. G. Chase .....	St. Andrews, N.B	do	do	...
60	W. McD. Dawson.	Three Rivers .....	Oct. 2...	5 00	Miss A. Dawson ...	Manotick.....	do	No trace, owing to want of registration.	...
61	Dr. Nichol .....	Bayfield .....	do 2...	2 00	M. Racey .....	Clinton, Ont....	do	do	...
62	Thos. Robertson...	Montreal .....	do 3...	1 00	T. Robertson .....	Lennoxville ....	do	do	...
63	J. O. Normand & Co	do .....	do 5...	5 00	M. Michaels .....	Montreal .....	do	do	...
64	Wm. Montgomery.	Goderich .....	do 5...	20 00	Mrs. Wm. Mont- gomery.	Yarker .....	do	Posted for registration. Post- master of Goderich having omitted registration, made good contents.	3
65	R. Foster.....	Barrie .....	do 8...	1 00	Wm. Bates.....	Toronto .....	do	No trace, owing to want of registration.	1
66	Mrs S E. Douglas.	St. George, N.B.	do 12...	2 00	Mrs. Jos Henderson	St. John, N.B....	do	do	...
67	J. W. Kennedy...	Agincourt Rail- way Station.	do 12...	25 00	O. B. Taylor.....	Gelert .....	do	do	...
68	J. McG. Cunning- ham.	Guysboro' .....	do 13...	1 00	Snellburg & Jensen	Halifax .....	do	do	...
69	Lt.-Col. Worsley...	Montreal .....	do 14...	10 00	Mrs. Worsley .....	Kingston .....	do	do	...
70	Miss Colligan....	Sorel .....	do 15...	3 00	Mrs. Brennan....	Montreal .....	do	do	...
71	Rev J. W. McCleary	Dunton .....	do 16...	25 00	D. Kemp .....	Toronto .....	do	do	...
72	Onésime Guimard.	Pembroke .....	do 16...	12 00	Joseph Meteyer...	Lachine .....	do	do	...



73	E. Mead .....	Dorchester Statn	do	17...	0 16	Thomas Miller.....	London .....	do	...	See cases 139 to 142, class 1 ....	3
74	W. W. Jelly .....	Mossley .....	do	21...	0 20	Mrs. French .....	Montreal .....	do	...	No trace, owing to want of registration.	1
75	B. Mowle .....	Cookshire .....	do	18...	3 00			do	...		3
76	J. C. Munro .....	Grantley .....	do	23...	10 00	Mackay & Bros.....	do .....	do	do	do	1
77	Dr. Clark .....	Ptenton .....	do	23...	1 00	Miss Lough .....	Ottawa .....	do	do	do	1
78	S. L. Soule .....	Barrie .....	do	25...	7 00	"Mail" Print'g Co .....	Toronto .....	do	do	do	1
79	Alex. MacBean .....	Winnipeg .....	do	26...	10 00	Miss C. MacBean .....	Orillia .....	do	do	do	1
80	Z. Courchène .....	Montreal .....	do	28...	5 00	C. Courchène .....	St Roch de Rich- elieu .....	do	do	do	1
81	J. J. Waddell .....	Merlin .....	do	28...	1 50	"Advertiser" Ptg Co .....	London .....	do	do	do	1
82	Mr. Moyer .....	Mildmay .....	do	28...	43 00	John Stark & Co .....	Toronto .....	do	do	See case No. 16, class 1 .....	3
83	John C. McNiver .....	Mountsberg .....	do	30...	10 00	W. J. McNiven .....	Guelph .....	do	do	No trace, owing to want of registration.	1
84	G. Conger .....	Pictou .....	do	31...	5 00	Miss M. D. Reid .....	Belleville .....	do	do	do	1
85	D. Brophy .....	Gananoque .....	Nov.	—	7 00	G. Taylor .....	Toronto .....	do	do	do	1
86	W. Blackgon .....	Waubashene .....	do	3...	10 00	Mrs. Blackgon .....	Port Perry .....	do	do	do	1
87	N. A. Guigère .....	Winnipeg .....	do	3...	5 00	Geo. Lemire .....	Kingston .....	do	do	do	1
88	Dr. Whitesides .....	Beeton .....	do	4...	45 50	Merchants Bank .....	St. Thomas .....	do	do	See case No 120, Class 1 .....	3
89	Alex. MacBean .....	Winnipeg .....	do	10...	10 00	Mrs. A. MacBean .....	Orillia .....	do	do	No trace, owing to want of registration.	1
90	C. McCorkay .....	Barrie .....	do	12...	1 00	Thos. Lynd .....	Fennells .....	do	do	do	1
91	Dr. Travers .....	St. John, N.B. ....	do	12...	5 00	J. B. Travers .....	Montreal .....	do	do	do	1
92	Wm. Jacques .....	Jarvis .....	do	16...	2 00	Wm. Atkinson .....	Ridgeway .....	do	do	do	1
93	Mrs J. W. Diamond .....	Peterboro' .....	do	17...	3 00	Miss N. Diamond .....	Belleville .....	do	do	do	1
94	A. Campbell .....	Paris .....	do	18...	35 00	J. D. King & Co .....	Toronto .....	do	do	do	1
95	Andrew Armand .....	Pakenham .....	do	20...	32 00	James Noxon .....	Iugersoll .....	do	do	do	1
96	Thos. McCauley .....	Ottawa .....	do	20...	50 00	Thomas Genot .....	Vernon .....	do	do	do	1
97	L. Gordon .....	Qu'Appelle .....	do	23...	3 00	Miss W. Hector .....	Toronto .....	do	do	do	1
98	Thos. Bainbridge .....	Windsor .....	do	25...	8 00	Jennie Bainbridge .....	London .....	do	do	do	1
99	Mrs Crangle .....	Toronto .....	do	26...	10 00	Capt. S. Crangle .....	Owen Sound .....	do	do	do	1
100	Miss E. O. Stewart .....	Chekeea .....	do	27...	1 15	Mrs. A. C. Chistelm .....	Ottawa .....	do	do	do	1
101	A. Gagnier .....	St. Catharines .....	do	30...	1 00	Mrs F. Stewart .....	Haliburton .....	do	do	do	1
102	F. G. Gillespie .....	Campbellford .....	do	30...	1 08	Molson's Bank .....	Frenton .....	do	do	do	1
103	Mrs. Sam'l Darks .....	Florenceville East, N.B. ....	Dec.	3...	18 00	"Family Herald" .....	Montreal .....	do	do	do	1
104	E. Cann .....	Lethbridge .....	do	4...	5 00	Mrs. E. Cann .....	Winnipeg .....	do	do	do	1
105	Mrs. G. Young .....	Winnipeg .....	do	5...	2 10	Mrs. A. Chisholm .....	Ottawa .....	do	do	do	1
106	Mrs. J. J. Wilson .....	Beaurook .....	do	5...	10 00	Mrs. W. J. Loucks .....	do .....	do	do	do	1
107	R. Ross .....	Montreal .....	do	6...	10 00	Mrs. R. Ross .....	New Edinburgh .....	do	do	do	1
108	Mrs. Allen .....	Prescott .....	do	7...	8 00	G. A. Allan .....	Kingston .....	do	do	do	1
109	Mrs J. J. Wilson .....	Beaurook .....	do	7...	10 00	Miss E. Loucks .....	Whitby .....	do	do	do	1
110	Maria Buteau .....	Montreal .....	do	10...	1 00	C. Buteau .....	St. François .....	do	do	do	1
111	Bessie Todd .....	Sault Ste. Marie .....	do	12...	6 00	Mrs. Jno. Todd .....	Collingwood .....	do	do	do	1
112	D. McKay .....	Toronto .....	do	16...	5 00	J. D. McKay .....	Kingston .....	do	do	do	1
113	do .....	do .....	do	18...	2 00	do .....	do .....	do	do	do	1
114	Henry Wood .....	Winnipeg .....	do	19...	10 00	Mrs. Jos. Wood .....	Newmarket .....	do	do	do	1

REPORT, No. 5.—II. Unregistered Letters.—Report of all cases occurring within the Year ended 30th June, 1886, of abstraction from, or loss of, Letters containing money sent through the Post in Canada.

No.	Name of Writer.	Where Mailed.	When Mailed.	Alleged Contents.	Address of Letter.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Reconciliation.
					Name.	Place.			
115	Rev. E. Leclerc...	St. François d'Orleans.	1885. Dec. 19...	\$ cts. 1 00	Cadieux & Dérome	Montreal .....	Stated not to have been received by person addressed.	No trace, owing to want of registration.	1
116	John Sully .....	Winnipeg .....	do 20...	10 00	R. Sully .....	Toronto .....	do	do	1
117	John Stapleton ..	Ottawa .....	do 20...	1 00	Mrs. Pickets .....	London Valley ..	do	do	1
118	G. Peacock .....	Kitchardine .....	do 22...	4 00	Jane Peacock .....	Alton .....	do	do	1
119	Mlle. L. Giroux ..	Cap Rouge .....	do 22...	2 00	Mlle. A. Giroux ..	Quebec .....	do	do	1
120	E. L. Palen .....	Trenton .....	do 23...	6 00	Mrs. H. Palen ..	Belleville .....	do	do	1
121	R. A. Weir .....	Toronto .....	do 28...	3 00	H. A. Baxter .....	London, Ont .....	do	do	1
122	W. D. E. Pinkham	Barrington, N.S.	do 29...	2 00	The "Mail" Print- ing Co.	Toronto .....	do	do	1
123	Mrs. Fitzsimmons.	Perth .....	do 31...	2 00	Eliza Fitzsimmons	Ottawa .....	do	do	10
124	Mrs. E. Teskey ..	Linwood .....	do —	2 00	Mrs. Chisholm ..	do .....	do	do	10
125	Mrs. J. C. Graham	Port Arthur .....	About De- cember 1	10 00	Mrs. Geo. Campbell	Windsor .....	do	Believed to have been contained in mails burnt with Postal car on C. P. Railway near Missanabie station, Dec. 3, '86	3
126	James Barry .....	Mildmay .....	1883. Jan. 1...	10 00	Wm. Carter .....	Penetanguishene	do	See case No. 16, Class 1. ....	3
127	F. A. Craig .....	Kemptville .....	do 1...	3 11	W. J. Summerby...	Russell, .....	do	No trace, owing to want of registration.	3
128	J. B. Smith .....	Angus .....	do 5...	4 00	W. J. Smith .....	Toronto .....	do	do	3
129	F. Boss .....	Noire Dame de Stanbridge.	do 6...	6 50	L. G. Burrell .....	St. Armand .....	do	do	3
130	L. A. Belleau .....	St. Boniface .....	do 9...	30 00	Dlle Maria Paquette	Hawkesbury .....	do	do	3
131	T. Luscombe .....	London .....	do 11...	6 25	E. & A. Guother ..	Toronto .....	do	do	3
132	Geo. W. Moss .....	Toronto .....	do 11...	1 00	H. Birks & Co .....	Montreal .....	do	do	3
133	Mrs. Davies .....	do .....	do 13...	8 50	Mrs. West .....	Ottawa .....	do	do	3
134	Suckling, Cassidy & Co.	do .....	do 13...	32 54	James Donnelly & Son.	Montreal .....	do	do	3
135	Bank of Commerce	Paris .....	do 14...	10 00	Bank of B.N.A. ....	Ottawa .....	do	do	3
136	Jno. McMullin .....	Indian town, N.B.	do 15...	12 25	Edward Knowlton	Foster's Cove, N.B.	do	do	3
137	W. Burill .....	Upton, Que .....	do 21...	27 00	Eastern Tps. Bank.	Richmond, Que..	do	do	3
138	A. McDunnell .....	Pugwash, N.S .....	do 22...	1 00	Editor "Mail" .....	Toronto .....	do	do	3

		1		11		1	
139	R. A. de Pencier..	Burrill's Rapids..	do	25...	1 35	W. H. Billings .....	do
140	Wm. Anderson ..	Halifax Station ..	do	25...	5 00	Mrs. Wm Anderson .....	do
141	A. J. Fortier .....	Pembroke .....	do	30...	2 00	Mrs. S. Foley .....	do
142	P. J. Cleary .....	Kingston .....	do	31...	4 00	Mrs. Cleary .....	do
143	Amada Picard .....	Montreal .....	do	—	2 00	J. B. Picard .....	do
144	Rev. Jas. Hender- son.	Montreal .....	Feb.	—	84 00	Geo. Patrick .....	do
145	Wm Donaghy .....	Walkerville .....	do	2...	2 00	J. B. Halkett .....	do
146	James Bourne .....	Montreal .....	do	11...	5 75	James Hope & Co. ....	do
147	W. Barkendale .....	White River .....	do	12...	4 00	J. Barkendale .....	do
148	J. S. Magee .....	St. Andrew's, N.B.	do	14...	1 00	Mail Printing Co. ....	do
149	J. Turpin .....	Enbrun .....	do	8...	2 00	Mrs. J. Turpin .....	do
150	Geo. Mitchell .....	Newcastle, N.B.	do	22...	4 00	Hon. P. Mitchell .....	do
151	Parsons & Fergus- son.	Winnipeg .....	do	23...	12 00	Dom Blank Form Pub. Co. ....	do
152	Frank Evans .....	Orillia .....	do	27...	25 00	Chas. A. Benner .....	do
153		Toronto .....	do	27...	12 00	Mrs. McMinn .....	do
154	Mrs. S. Carfac .....	London .....	do	20...	5 00	Mrs. R. Neal .....	do
155	Dr. Dalglish .....	Winnipeg .....	do	—	1 00	Miss Annie Cowan .....	do
156	Jos. A. Shields .....	Cheade Station, Alta.	do	—	5 00	John C. West & Co .....	do
157	H. McPhie .....	Lanes .....	do	—	1 50	Rev. Thos. Coffey .....	do
158	A. A. Forbes .....	St. Thomas .....	do	21...	45 00	John Moncaster .....	do
159	Dr. Dalglish .....	Winnipeg .....	Mar.	—	2 00	Miss Annie Cowan .....	do
160	R. Davies .....	Montreal .....	do	1...	10 00	Richard Davies .....	do
161	W. Rodden .....	do	do	1...	5 00	Miss T. Robinson .....	do
162	Edward Scully .....	Windsor, Ont .....	do	1...	4 00	sister Angelina .....	do
163	Jos. Wilson .....	Sault Ste. Marie ..	do	1...	5 00	Mrs. Swinburne .....	do
164	Chief Justice, Wall- bridge.	Winnipeg .....	do	1...	2 00	A. G. Northrop .....	do
165	Mr. Courtois .....	Windsor, Ont .....	do	2...	5 00	Cadioux & Dérome .....	do
166	L. Fortin .....	Montebello .....	do	2...	30 00	J. H. Wilson .....	do
167	Rebecca Benner .....	Toronto .....	do	3...	4 00	Wm. Benner .....	do
168	T. Willis .....	Belleville .....	do	4...	40 00	A. E. Willis .....	do
169	J. B. Thompson .....	Coaticook .....	do	6...	3 00	A. Watters .....	do
170	Mrs. M. O'Meara .....	Pembroke .....	do	8...	10 00	Miss O'Meara .....	do
171	Mrs. Luke Stewart ..	St. John, N.B. ....	do	9...	5 00	Miss Mary Everett .....	do
172	William Nelson .....	Orillia .....	do	10...	20 00	Isabella Robinson .....	do
173	A. Raza .....	Montreal .....	do	12...	2 00	Mde. H. P. Raza .....	do
174	B. N. Hughes .....	Pembroke .....	do	1...	10 00	Mrs. M. Hughes .....	do
175	Mrs. Fenton .....	North Wakefield ..	do	12...	15 00	Mrs. A. A. Graham .....	do
176	M. J. Sheridan .....	Trudeau Station, C.P.R.	do	14...	20 00	Ellen Sheridan .....	do
177	J. N. Gilmore .....	Huntingdon .....	do	18...	28 00	J. T. Currie .....	do



REPORT No. 5.—II. Unregistered Letters—Report of all cases occurring within the Year ended 30th June, 1886, of abstraction from, or loss of, Letters containing Money, sent through the Post in Canada.

No.	Name of Writer.	Where Mailed.	When Mailed.	Alleged Contents.	Address of Letter.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Recapitulation.
					Name.	Place.			
178	A. S. Soules .....	Barrie .....	Mar. 18...	1886. 10 00	Miss L. Soules .....	Toronto .....	Stated to have been received without contents.	No evidence to account for alleged discrepancy.	7
179	J. H. Murray .....	Glen Willow .....	do 10...	2 00	Briggs' Book Room	do .....	Stated not to have been received by person addressed.	No trace owing to want of registration.	...
180	A. Raza .....	Montreal .....	Mar. 20...	2 00	Mme. H. P. Raza .....	St. J. B. de Montreal.	do	do	...
181	A. E. Peters .....	Woodstock, Ont .....	do 21...	2 00	J. M. Denton .....	London .....	do	do	...
182	W. J. Dunlop .....	Toronto .....	do 23...	2 00	P. LeSueur .....	Ottawa .....	do	do	...
183	D. M. Freeland .....	Chatham, Ont .....	do 26...	4 00	J. C. Freeland .....	London .....	do	do	...
184	W. H. Barrie .....	Winnipeg .....	do 26...	10 00	Miss N. Barrie .....	Dixon's Corners.	do	do	...
185	Lucy Hilliard .....	Pakenham .....	do 27...	4 25	Mrs. Hilliard .....	Ottawa .....	do	do	...
186	Mrs. P. Bagus .....	Kingston .....	do 31...	10 00	Mrs. R. Stevenson.	Belleville .....	do	do	...
187	H. V. Dening .....	Courtright .....	April 2...	5 00	Miss M. Dening .....	Sandwich .....	do	do	...
188	do .....	do .....	do 2...	10 00	Mrs. M. Dening .....	Amherstburg .....	do	do	...
189	Wm. Smith, sen .....	Beaverton .....	do 3...	20 00	Wm. Smith .....	Toronto .....	do	do	...
190	B. B. Kiefer .....	Toronto Postal Car, Union Stn.	do 5...	10 00	Percy T. Green .....	Almonte .....	do	do	...
191	Miss K. R. Wheeler .....	Ottawa .....	do 9...	4 60	H. A. Nelson & Co	Montreal .....	do	do	...
192	Dulmage & Burwash.	Amprior .....	do 9...	13 07	Registrar, Co. Carleton.	Ottawa .....	do	do	...
193	R. S. Muir .....	Port Elgin .....	do 9...	1 90	Lowden & Co .....	Toronto .....	do	do	...
194	Ontario Bank .....	Port Perry .....	do 9...	14 95	W. J. Kilmer .....	Bobcaygeon .....	do	do	...
195	M. R. Turner .....	Montreal .....	do 10...	1 00	Mrs. Turner .....	Ottawa .....	do	do	...
196	Miss M. C. McCurdy .....	Hazledene .....	do 13...	8 00	Miss S. McCurdy .....	do .....	do	do	...
197	J. B. Kelly .....	Vinton .....	do 14...	25 00	P. Baskerville & Co	do .....	do	do	...
198	C. E. Moyer .....	Berlin .....	do 17...	3 78	A. & T. J. Darling & Co.	Toronto .....	do	do	...
199	C. H. Knapp .....	Hesper .....	do 18...	20 00	Mrs. C. H. Knapp .....	Peterboro' .....	do	do	...
200	R. G. Parnell .....	Hawkesbury .....	do 20...	5 00	Miss L. S. Parnell .....	Ottawa .....	do	do	...
201	M. McCullum .....	Stittsville .....	do 23...	1 50	Ed. "Free Press."	do .....	do	do	...

202	A. G. Gilbert.....	Ottawa.....	8 00	W. Patterson.....	Ottawa.....	do	...	do	...	1
203	Mrs. Kenny.....	Parkdale.....	2 00	Mrs. C. Kelly.....	Lancaster.....	do	...	do	...	1
204	George Boyd.....	Deseronto.....	16 00	Mrs. Geo. Boyd....	Kingston.....	do	...	do	...	7
205	Wm. Jones.....	Trenton.....	3 00	Mrs. Jones.....	Burlington.....	do	...	do	...	7
206	L. H. Patten.....	Hamilton.....	5 00	Mrs. L. H. Patten..	Kimournt.....	do	...	do	...	1
207	W. Dobson.....	Norval.....	3 00	George Dobson.....	Lavender.....	do	...	do	...	7
208	Mrs. McIlwraith...	Hamilton.....	10 00	Mrs. McIlwraith....	Ottawa.....	do	...	do	...	7
209	Mrs. P. Hawken...	Aberdeen, B. C....	5 00	Miss Lucy McNeil..	Victoria, B. C....	Stated to have been received without contents.	No evidence to account for alleged discrepancy.			7
210	R. Wheeler.....	Almonte.....	7 00	Mrs. R. Wheeler...	Ottawa.....	Stated not to have been received by person addressed.	No trace, owing to want of registration.			1
211	Moise Racette.....	Ottawa.....	8 00	Mme O. Racette....	New Glasgow...	do	do			7
212	E. Courtney.....	Peterboro'.....	0 25	D. W. Thompson...	Toronto.....	Stated to have been received without contents.	No evidence to account for alleged discrepancy.			7
213	J. Murch.....	Albion.....	6 60	J. D. Nasmith.....	do.....	Stated not to have been received by person addressed.	No trace, owing to want of registration.			1
214	Maria, Madeleine..	Renfrew.....	2 50	Messrs. Nordheimer	Ottawa.....	do	do			6
215	Miss K. R. Wheeler	Ottawa.....	2 83	Miss E. Wheeler...	St John's, Que..	do	do			6
216	D. Cumming.....	Toronto.....	16 00	Mrs. D. Cumming...	Rochesterville...	do	do			6
217	W. Howell.....	Shellmouth.....	25 00	Mrs. L. Howell....	Winnipeg.....	Stated to have been received without contents.	Believed to have been rifled by a Clerk in the Winnipeg P.O.			6
218	Mrs. G. Kingsberry	Clandebye.....	0 50	Vance & Co.....	Fair Haven, Conn	do	The employe in question had left the service and gone to the United States before any evidence of his dishonesty was discovered.			6
219	Thos. W. Andrews	Minnewawa.....	0 25	Mrs. Hayes.....	Winnipeg.....	do	do			6
220	A. McKay.....	Brandon.....	0 30	Brown Oldfield....	do.....	do	do			6
221		Morden.....	9 00	G. A. Glines.....	do.....	do	do			6
222	E. H. Drury.....	Smiths Falls.....	3 00	Bate & Son.....	Ottawa.....	Stated not to have been received by person addressed.	No trace, owing to want of registration.			1
223	Mme J. Boisclair..	Montreal.....	6 60	Jos. Boisclair.....	St. Jérôme.....	do	do			1
224	D. Rush.....	Stratford.....	3 00	Mrs. Tho. Coll....	London.....	do	do			1
225	W. T. Parker.....	Dundas.....	3 00	Mrs. W. T. Parker	do.....	do	do			1
226	P. B. Owen.....	London.....	2 00	J. W. Chapman & Co.	do.....	do	do			1
227	Mrs. Ellen Coate..	Minesing.....	1 00	Emily Reid.....	Barrie.....	do	do			1

REPORT No. 5.—II. Unregistered Letters—Report of all cases occurring within the Year ended 30th June, 1886, of  
abstraction from, or loss of, Letters containing Money, sent through the Post in Canada.

No.	Name of Writer.	Where Mailed.	When Mailed.	Alleged Contents.	Address of Letter.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Recapitulation.
					Name.	Place.			
228	E. McKay .....	Toronto. ....	1886. June 1...	\$ cts 10 00	Miss L. Bethune ..	Beaverton .....	Stated not to have been received by person addressed.	No trace, owing to want of registration.	1
229	R. J. Evans .....	London .....	do 3...	20 00	Miss Evans .....	Ottawa .....	do	do	
230	S. G. McGill .....	Wingham .....	do 4...	2 00	U. B. O'Connor .....	Teeswater .....	do	do	
231	Wm. Hodgkin .....	Penobscus .....	do 7...	5 00	Secretary Beacon Lodge, No. 12.	St. John, N.B. ....	do	do	
232	H. H. Scholes .....	Montreal .....	do 8...	25 00	John F. Cotton .....	Montreal .....	do	do	
233	Mrs. H. Swalm .....	Toronto .....	do 8...	6 25	Alex. Craits .....	Strathroy .....	do	do	
234	Mrs. Erickson .....	East Cambridge, N.S.	do 10...	2 00	Mrs. F. Jeroway ..	Halifax .....	do	do	
235	F. D. Stubbs .....	Port Carling .....	do 12...	23 74	F. W. Fearman .....	Hamilton .....	do	do	
236	Miss Farmer .....	Winnipeg .....	do 12...	4 00	Miss C. Clark .....	Moosomin .....	do	do	
237	M. P. Hogan .....	Charlottetown ..	do 17 ..	25 00	W. R. Hogan .....	Montreal .....	do	do	
238	C. M. Dobson .....	Brantford .....	do 18...	4 00	Rogers & Co. ....	Toronto .....	do	do	
239	R. Junkin .....	Brockville .....	do 23...	15 00	Mrs. R. Junkin .....	do .....	do	do	
240	Mrs. McColl .....	Middleville .....	do 25...	2 00	Mrs. E. McColl .....	Kingston .....	do	do	
241	Geo. Spence .....	Uffington .....	do 25...	30 00	Mr. Mahaffy .....	Bracebridge .....	do	do	
242	R. Baker .....	Orillia .....	do 27...	10 00	Mrs. R. Baker .....	Beaverton .....	do	do	
243	Miss M. Darling ..	Trenton .....	do 28...	3 00	Miss F. Shears .....	Belleville .....	do	do	
244	C. E. A. Simonds ..	St. John, N.B. ....	do 28...	3 00	J. H. Carman .....	Halifax .....	do	do	
245	John Rankin .....	Kingston .....	do 29...	3 00	Mrs. John Rankin ..	Toronto .....	do	do	
246	Rev. C. W. Bryden	Selkirk .....	do 3...	0 60	W. W. Whitney ..	Toledo, Ohio .....	do	do	
247	John Platt .....	Winnipeg .....	do 5...	2 00	Mrs. Thos. Quinney	Ottawa .....	do	do	
248	M. Wimperis .....	do .....	do 7...	5 00	Mrs. Wm. Platt .....	Owen Sound .....	do	do	
249	Mrs. W. H. Harris	do .....	do 8...	2 00	Toronto News Co. ....	Toronto .....	do	do	
250	Mrs. W. H. Harris	do .....	do 8...	10 00	Mrs. H. L. Smith ..	Clearwater, Dak.	do	do	
251	Agus Sutherland ..	do .....	do 8...	1 00	Robert Renfrew .....	Plainfield, Iowa..	do	do	
252	J. A. Moore .....	do .....	do 9...	5 00	Mrs. J. A. Moore ..	Rat Portage .....	do	do	
253	M. Mackenzie .....	Morden .....	do 9...	5 00	Mrs. Mackenzie .....	do .....	do	do	
254	Jeanie McBurney ..	Stonewall .....	do 10...	2 00	T. N. Vanbarricomb	Arden Station ..	do	do	
255	Jean B. Carrière ..	St. Jean Baptiste	do 10...	0 75	Mathilde Carrière.	Winnipeg .....	do	do	
256	John Harper .....	Brierwood .....	do 11...	5 00	Miss B. Harper .....	do .....	do	do	
257	F. H. Lyon .....	Moose Jaw .....	do 11...	5 00	Mrs. F. H. Lyon ...	do .....	do	do	

These letters are believed to have been rifled by a clerk in the Winnipeg Post Office. The employé in question had left the service and gone to

Stated to have been received without con-



258	P. J. Ward .....	Wapella .....	do .....	11...	1 00	F. Mahoney .....	do .....	tents.	the United States before any evidence of his dishonesty was discovered. See case No. 217-221.
259	A. Wimpey .....	Winnipeg .....	do .....	12...	2 00	Toronto News Co. ....	Toronto .....		
260	Mrs. W. Gooding .....	Brandon .....	do .....	14...	10 03	Miss Emma Gooding ..	Winnipeg .....		
261	A. H. Kennedy .....	Winnipeg .....	do .....	19...	0 25	Art Publishing Co .....	Little Rock, Ark. ....		
262	Arthur Fox .....	do .....	do .....	22...	1 00	G. & J. Warin .....	Toronto .....		
263	.....	do .....	do .....	23...	15 00	Mrs. M. Newton .....	Collingwood .....		
264	Dan. McKay .....	do .....	do .....	28...	5 00	Malcolm McKay .....	Allanburn, Man. ....		
265	C. Schurg .....	do .....	do .....	30...	6 00	Mrs. C. Schurg .....	Wapella .....		
266	John Devaney .....	do .....	do .....	28...	1 00	"Irish Canadian" .....	Toronto .....		
267	A. Robertson .....	do .....	do .....	30...	2 00	Galvanic Medical Institute.	St. Paul .....		

RECAPITULATION.

Classification of Cases.									
Registered.									
Unregis-tered.									
1.	Letters stated not to have been received by persons addressed ; but for want of registration, no trace obtainable, and no positive evidence that loss occurred in the Post Office.....	20	222						
2.	Letters contained in mails or mail packages stated not to have reached offices for which they were intended ; cause of failure not discoverable .....	29	11						
3.	Letters lost, embezzled or misdelivered in the Post Office, the contents of which (or a portion thereof) were made good by, or recovered from, the officers responsible.....	42	27						
4.	Letters lost, embezzled or misdelivered in the Post Office, the contents of which were not recovered.....	1	5						
5.	Letters, the contents of which (or a portion thereof) were lost or stolen, and made good by the officers responsible.....	13							
6.	Letters, the contents of which (or a portion thereof) were lost in the Post Office, and not recovered .....	21							
7.	Letters, the contents of which (or a portion thereof) were stated to be missing, no evidence being forthcoming to account for the alleged discrepancy.....	9							
8.	Letters stolen, or supposed to have been stolen, from the Post Office or mails <i>en route</i> , the contents of which (or a portion thereof) were recovered or made good .....	74							
9.	Letters stolen from the Post Office or mails <i>en route</i> , the contents of which were not recovered.....	.....	1						
10.	Letters accidentally destroyed during course of Post .....	.....	1						
11.	Still under investigation .....	.....							
Totals .....		221	267						

A. CAMPBELL.  
*Postmaster-General.*

WILLIAM WHITE,  
*Secretary.*

## REPORT

STATEMENT of Letters received at the Dead Letter Office, Canada, during  
wise, showing how such Dead

TABLE No. 1.—Showing the Number of Letters of all

Number received.	—	—	—
<b>DEAD LETTERS—</b>			
Returned from Great Britain .....	9,492		
do United States .....	85,064		
do Newfoundland .....	597		
do New South Wales .....	137		
do Barbados .....	124		
do Mexico .....	103		
do New Zealand .....	58		
do Queensland .....	45		
do Cuba .....	40		
do Other colonies and foreign countries .....	166		
	95,826		
LESS—Registered, accounted for below .....	1,378		
Returned from Post Offices in Canada, classified as follows :		94,448	
Registered Letters (including those of foreign origin)...	10,454		
Letters found to contain value, and recorded .....	3,015		
		13,469	
Ordinary Dead Letters, originating in Canada .....	199,109		
Dead Letters, originating in other countries .....	97,556		
do with printed addresses of senders .....	26,769		
do with official franks .....	9,821		
Returned Letters, <i>i. e.</i> , Letters sent out from Dead Letter Office, and again returned unclaimed .....	49,874		
Dead Books, Parcels, &c. ....	14,910		
Circulars, Postal Cards, &c .....	148,529		
		546,568	
			654,485
Carried forward .....			654,485

## No. 9.

the Year ended 30th June, 1886, and of their contents, valuable or other-Letters have been disposed of.

kinds received, with the disposition made of them.

How disposed of.	—	—	—	—
<b>DEAD LETTERS—</b>				
Returned to Great Britain, including all foreign letters not enumerated below; of these were registered ..... (594) .....		22,699		
Returned to the United States; of these were registered ..... (1,639) .....		74,129		
Returned to Newfoundland; of these were registered ..... (2) .....		237		
Returned to New South Wales; of these were registered ..... (6) .....		97		
Returned to other colonies and foreign countries; of these were registered ..... (8) .....		394		
(2,249)			97,556	
(On hand 30th June, and since returned to countries of origin, 76 letters.)				
Registered Letters returned to writers, including those of foreign origin .....	9,518			
Registered Letters in Dead Letter Office awaiting claim .....	81			
Registered Letters in hands of Postmasters..... do failed of delivery to writers, owing to refusal to redeem, want of address of writers, &c., found to be of no value and destroyed .....	3			
	852			
Letters containing value returned to writers .... do do in Dead Letter Office awaiting claim .....	2,773	10,454		
Letters containing value in hands of Postmasters.....	238			
	4			
		3,015		
Ordinary Dead Letters returned to writers .....	178,691			
do do remaining on hand on 30th June .....	10,529			
do do with printed addresses returned to senders .....	26,769			
Ordinary Dead Letters returned to Government Departments .....	9,821			
		225,810		
Dead Letters, without signatures or post-marks, accounts, &c., destroyed .....	100,228			
Returned Dead Letters destroyed .....	49,874			
		150,102		
Dead Books, Parcels, &c., returned to senders..... do do of no value, destroyed .....	9,952			
do do remaining in Dead Letter Office .....	4,494			
	1,373			
		15,819		
Circulars, Postal Cards, &c., destroyed .....		151,729		
			543,460	
				654,48
Carried forward .....				654,485



## REPORT NO. 9.—Statement of Letters received at the Dead Letter Office,

TABLE NO. 1. — Showing the Number of Letters of all kinds

Number received.	—	—	—
Brought forward .....			654,485
<b>SPECIAL LETTERS, classified as follows:—</b>			
Registered Letters, received for better address, postage, &c	7,402		
Letters found to contain value, received for better address, postage, &c .....	1,520	8,922	
Ordinary Letters, received for postage .....	33,835		
do do better address. ....	18,904	52,739	
Drop Letters, received for postage .....		4,894	
Unpaid or short-paid Letters for foreign countries (including 105 held over from last year) .....		10,875	
Returned Dead Letters .....		3,606	
Postal cards, received for postage .....	4,435		
do do better address .....	4,149	8,584	
Circulars, received for postage .....	1,359		
do do better address .....	2,694	4,053	
Books, Parcels, &c., received for postage, better address, or not claimed (of these 1,828 contained enclosures) .....		5,331	
			99,004
Carried forward .....			753,489

Canada, during the Year ended 30th June, 1886, &c.—*Continued.*

received, with the Disposition made of them—*Continued.*

How disposed of.	—	—	—	—
Brought forward .....				654,485
<b>SPECIAL LETTERS :—</b>				
Registered Letters, returned to writers .....	4,445			
do forwarded to address .....	2,878			
do in Dead Letter Office awaiting claim .....	32			
Registered Letters, in hands of Postmasters .....	3			
do unsigned and of no value, destroyed in consequence of the inability of the Department to return or deliver .....	44	7,402		
Letters containing value, returned to writers or forwarded .....	1,481			
Letters containing value, in Dead Letter Office awaiting claim .....	39	1,520		
Ordinary Letters, received for postage, returned to writers .....	22,584		8,922	
Ordinary Letters, received for postage, forwarded to address .....	8,358			
Ordinary Letters, received for postage, remaining on hand 30th June .....	933			
Ordinary Letters, received for postage, and destroyed in consequence of the inability of the Department to return or deliver .....	1,960			
Ordinary Letters, received for better address, returned to writers .....	16,999	33,835		
Ordinary Letters, received for better address, forwarded to proper address .....	239			
Ordinary Letters, received for better address, and destroyed in consequence of the inability of the Department to return or deliver .....	1,666	18,904		
Returned Dead Letters, destroyed .....			52,739	
Drop Letters received for postage, returned to writers .....		1,146	3,606	
do do forwarded to address .....		3,275		
do do destroyed, in consequence of the inability of the Department to return or deliver .....		473		
Letters for foreign countries, returned to writers .....		3,520	4,894	
do do forwarded to address .....		6,952		
do do remaining on hand, 30th June .....		144		
Letters for foreign countries, destroyed, in consequence of the inability of the Department to return or deliver .....		259	10,875	
Postal Cards, received for postage, returned to writers or forwarded to address .....	2,463			
Postal Cards, received for postage, destroyed, in consequence of the inability of the Department to return or deliver .....	1,972	4,435		
Carried forward .....		4,435	81,036	654,485

REPORT No. 9.—Statement of Letters received at the Dead Letter Office,

TABLE No. 1.—Showing the Number of Letters of all kinds

Number received.			
Brought forward .....			753,489
Grand Total .....			753,489

## S U M

Dead Letters received ..... 654,485

Special Letters received..... 99,004

753,489



Canada, during the Year ended 30th June, 1886, &c.—*Concluded*.

received, with the disposition made of them—*Concluded*.

How disposed of.	—	—	—	—
Brought forward.....		4,435	81,033	654,485
<b>SPECIAL LETTERS—<i>Concluded</i>.</b>				
Postal Cards, received for address, returned to writers or forwarded to address .....	2,687			
Postal Cards, received for address, destroyed, in con- sequence of the inability of the Department to return or deliver.....	1,462	4,149	8,584	
Circulars, received for postage, returned to senders....	1,226			
do do destroyed .....	133	1,359		
Circulars, received for address, returned to senders....	1,510			
do do destroyed .....	1,184	2,694	4,053	
Books, Parcels, &c, held for postage, address, enclo- sures, or not called for, returned to senders .....		1,006		
Books, Parcels, &c., held for postage, &c., sent to address.....		2,532		
Books, Parcels, &c., held for postage, &c., remaining on hand on 30th June .....		776		
Books, Parcels, &c, held for postage, &c., destroyed, being of no value, and the Department being un- able to deliver or return. ....		1,017	5,331	99,004
Grand Total.....				753,489

#### M A R Y.

Dead Letters disposed of .....	642,507
Special Letters disposed of .....	97,151
Letters on hand, 30th June.....	13,831
	<u>753,489</u>

A. CAMPBELL,  
*Postmaster-General.*

W. H. GRIFFIN,  
*Deputy Postmaster-General.*

## REPORT No. 9—Continued.

TABLE No. 2.—Showing the number of Letters received containing Money or other enclosures of value; the amount and nature of their contents; the number of such Letters delivered during the Year, and the number remaining undelivered.

No. of Letters received during the Year ended 30th June, 1886.	Nature of Contents.	Value of contents of Letters received during the Year ended 30th June, 1886.	No. of Letters delivered of those received during the Year ended 30th June, 1886.	No. of Letters delivered on 30th June, 1886, and now lying unclaimed in D.L.O.	No. of Letters undelivered on 30th June, 1886, and now in hands of Postmasters awaiting claim.
		\$ cts.			
3,467	Money (including \$10.81) enclosed in letters under other heads .....	20,714 16	3,270	192	5
52	Bills of Exchange .....	12,512 52	48	4	
10	Bonds .....	7,683 34	10		
370	Cheques .....	34,813 52	365	4	1
246	Drafts .....	37,435 32	243	2	1
1	Due Bill .....	48 00	1		
506	Money Orders (Post Office) .....	9,339 18	482	22	2
105	Orders .....	5,503 56	79	26	
9	Passage Certificates .....	158 71	9		
371	Promissory Notes .....	70,256 40	366	5	
1,000	Receipts .....	74,253 33	982	18	
8	Stock Certificates .....	2,250 00	8		
26	Various Certificates .....	14,865 32	25	1	
594	Registered Letters sent to Dead Letter Office, London, England .....		594		
1,639	Registered Letters sent to Dead Letter Office, Washington, U.S. ....		1,639		
16	Registered Letters sent to Dead Letter Offices, other Countries .....		16		
72	Deeds .....		69	3	
29	Documents of Value .....		29		
1	Certificates, Accident Insurance .....		1		
2	do Agency .....			2	
1	do A.O.U.W. ....		1		
1	do Baggage .....		1		
13	do Baptism .....		12	1	
1	do Barrister .....		1		
1	do Birth .....		1		
1	do Board of Trade .....		1		
2	do Bricklayers .....		2		
41	do Character .....		38	3	
23	do Church Membership .....		23		
3	do Clergymen .....		3		
4	do Commercial Travellers .....		1	3	
1	do Consulate .....		1		
2	do Custom House .....		2		
5	do Death .....		5		
1	do Dentist .....		1		
1	do Election .....		1		
1	do Endowment .....		1		
4	do Engineers .....		4		
8	do Freemasons .....		8		
2	do Homestead Patents .....		2		
1	do Insolvency .....		1		
1	do Insurance .....		1		
1	do Justice of the Peace .....		1		
6	do Knights of Labor .....		5	1	
1	do Loan .....		1		
2	do Marine .....		2		
7	do Marriage .....		6	1	

REPORT No. 9—*Continued.*TABLE No. 2.—Showing the number of Letters received containing Money or other enclosures of value, &c — *Continued.*

No. of Letters received during the Year ended 30th June, 1886.	Nature of Contents.	Value of contents of Letters received during the Year ended 30th June, 1886.	No. of Letters delivered of those received during the Year ended 30th June, 1886.	No. of Letters undelivered on 30th June, 1886, and now lying unclaimed in D. L. O.	No. of Letters undelivered on 30th June, 1886, and now in hands of Postmasters awaiting claim.
		\$ cts.			
14	Certificates, Medical.....		13	1	
9	do Membership.....		9		
6	do Military.....		6		
1	do Notary Public.....		1		
10	do Oddfellows.....		10		
3	do Orange Lodge.....		3		
135	do Pensioners.....		135		
1	do Pre-emption Land.....		1		
2	do Qualification.....		2		
1	do Reduced Fare on Railway.....		1		
10	do Registered Letter.....		8	2	
5	do Registrar.....		5		
13	do School Teacher.....		13		
1	do Sheriff.....		1		
2	do Solicitor.....		2		
1	do Steamboat.....		1		
4	do Student.....		4		
4	do Temperance.....		4		
1	do Typographical Union.....		1		
7	Abstracts of Title.....		7		
25	Affidavits.....		25		
31	Agreements.....		29	2	
2	Applications.....		2		
2	Appointments.....		2		
5	Assignments.....		5		
1	Bill of Complaint.....		1		
4	Bills of Sale.....		4		
1	Book of Tickets, Telephone Co.....		1		
1	Book mark.....		1		
17	Books.....		16	1	
3	Boots.....		3		
1	Braid.....			1	
1	Cash Book.....		1		
1	Charter.....		1		
1	Chromo-lithograph.....		1		
2	Cigars, boxes of.....		2		
2	Cigar cases.....		2		
2	Cigar holder.....			2	
1	Claim, Proof of.....		1		
3	Clothing.....		3		
1	Commissions.....		1		
9	Contracts.....		9		
1	Crape.....		1		
4	Crown grants.....		4		
15	Declarations.....		14	1	
6	Diplomas.....		6		
4	Discharges, N.-W. M. Police.....		4		
5	do Seaman.....		2	3	
2	do Soldier.....		2		
2	Dividend Sheets.....		2		
1	Drawings.....		1		
1	Electrotypes.....		1		
2	Executions.....		2		
1	Eye Glasses.....		1		
1	False Teeth.....		1		



## REPORT No. 9—Continued.

TABLE NO. 2.—Showing the number of Letters received containing Money or other enclosures of value, &amp;c.—Continued.

No. of Letters received during the Year ended 30th June, 1886.	Nature of Contents.	Value of contents of Letters received during the Year ended 30th June, 1886.	No. of Letters delivered of those received during the Year ended 30th June, 1886.	No. of Letters undelivered on 30th June, 1886, and now lying unclaimed in D. L. O.	No. of Letters undelivered on 30th June, 1886, and now in hands of Postmasters awaiting claim
		\$ cts.			
1	Fancy Cap .....		1		
1	do Key Rack .....			1	
1	do Purse .....			1	
6	do Work .....		6		
2	Feathers .....		2		
1	Flute .....		1		
1	Fur Cap .....		1		
3	Furs .....		3		
1	Gold Jewellery—Badge .....		1		
2	do Bracelets .....		1	1	
22	do Brooches .....		21	1	
3	do Chains .....		2	1	
2	do Collar Buttons .....		2		
1	do Cuff Stud .....			1	
12	do Earrings .....		10	2	
72	do Finger Rings .....		64	8	
5	do Locks .....		3	2	
5	do Nuggets and Quartz .....		4	1	
2	do Ornaments .....		1	1	
2	do Pencils .....		2		
16	do Pins .....		14	2	
8	do Shirt Studs .....		6	2	
3	do Watches .....		2	1	
1	Government Tender .....		1		
1	Guarantee .....		1		
92	Insurance Policies .....		92		
1	Invoice .....		1		
1	Judgment .....		1		
7	Keys .....		6	1	
7	Kid Gloves .....		5	2	
1	Lady's Satchel .....		1		
12	Leases .....		12		
67	Legal papers .....		65	2	
1	Licenses—Auctioneer .....		1		
1	do Hotel .....		1		
3	do Marriage .....		3		
1	do School .....		1		
10	do Traders' .....		1	9	
1	do (Various) .....		1		
5	Lottery Tickets .....		5		
2	Maps .....		2		
2	Medals .....		1	1	
5	Memo. Books .....		3	2	
1	Mica .....		1		
7	Moccasins .....		7		
1	Models .....			1	
1	Monograms .....			1	
31	Mortgages .....		30	1	
1	do Assignments of .....		1		
8	do Chattel .....		6	2	
2	do Discharges of .....		2		
4	Neckties .....		4		
1	Nets .....		1		
2	Order Books .....		2		
1	Paintings .....		1		

REPORT No. 9—*Continued.*TABLE No. 2.—Showing the number of Letters received containing Money or other enclosures of value, etc.—*Concluded.*

No. of Letters received during the Year ended 30th June, 1886.	Name of Contents.	Value of contents of Letters received during the Year ended 30th June, 1886.	No. of Letters delivered of those received during the Year ended 30th June, 1886.	No. of Letters undelivered on 30th June, 1886, and now lying unclaimed in D.L.O.	No. of Letters undelivered on 30th June, 1886, and now in hands of Postmasters awaiting claim.
		\$ cts.			
49	Pass Books—Bank .....		49		
6	do Building Society .....		6		
5	do Private .....		3	2	
12	do Savings Bank .....		12		
1	do Store .....		1		
1	Passport .....		1		
1	Patent Medicine .....		1		
1	Patent .....		1		
6	Pawn Tickets .....		5	1	
5	Pedigrees .....		5		
13	Permits—Liquor .....		13		
1	Pipe .....		1		
6	Plans .....		6		
1	Plated Jewellery, &c.—Brooch (gold) .....		1		
2	do Cuff Studs (gold) .....		2		
1	do Forks & Spoons .....		1		
1	do Hair Chains .....		1		
1	do Locket (gold) .....		1		
1	do Pins do .....		1		
1	do Ring (imitation diamond) .....			1	
1	do Ring (gilt) .....			1	
1	do Various .....		1		
3	do Watch (common) .....		1		
1	do do (nickel) .....		2	1	
1	do Seal and Charms .....			1	
1	Pocket Handkerchief .....			1	
18	Powers of Attorney .....		16	2	
2	Railway Baggage Checks .....		2		
14	do Passes .....		11	3	
17	do Tickets .....		14	3	
3	Razors .....		3		
4	Releases .....		4		
1	Requisition .....		1		
1	Return of Seizure .....		1		
1	Rubber cup .....		1		
1	Sewing machine needles .....		1		
1	Sheet music .....		1		
2	Shipping bills .....		2		
1	Silk Goods .....		1		
12	do Handkerchiefs .....		10	2	
3	Silver Jewellery—Bracelets .....		3		
2	do Brooches .....		2		
1	do Chain .....		1		
2	do Earrings .....			2	
3	do Ornaments .....		3		
6	do Pins .....		3	3	
3	do Rings .....		3		
1	do Spoons .....		1		
12	do Watches .....		12		
1	Soldiers' Transfer .....		1		
1	Spectacles .....		1		
1	Statement, Blank .....		1		
1	Steamboat Pass .....		1		

REPORT No. 9—*Concluded.*TABLE NO. 2.—Showing the number of Letters received containing Money or other enclosures of value, etc.—*Concluded.*

No. of Letters received during the Year ended 30th June, 1886	Nature of Contents.	Value of contents of Letters received during the Year ended 30th June, 1886.	No. of Letters delivered of those received during the Year ended 30th June, 1886.	No. of Letters undelivered on 30th June, 1886, and now lying unclaimed in D. L. O.	No. of Letters undelivered on 30th June, 1886, and now in hands of Postmasters awaiting claim.
		\$ cts.			
5	Steamboat Tickets.....		4	1	
1	Stylograph Pen.....		1		
4	Subpoenas.....		4		
26	Summonses.....		24	2	
1	Surgical Instruments.....		1		
1	Thermometer.....		1		
3	Tickets, Various.....		2	1	
1	Tobacco Pouch.....		1		
1	Transcript of Judgment.....		1		
1	Truss.....		1		
1	Turf Club Ticket.....		1		
1	Vaccine Points.....			1	
1	Violin String.....		1		
1	Voltaic Belt.....		1		
2	Vouchers.....		2		
1	Warrant.....		1		
3	Watch Pockets.....		3		
7	Wills.....		7		
1	Woollen Caps.....		1		
1	do Cuffs.....		1		
21	do Goods.....		21		
4	do Socks.....		3		1
38	Writs.....		35	3	
9,867		\$289,833 36	9,478	379	10
12,524	Add to these ordinary Registered Letters not enumerated above, and letters containing value not enumerated above, which have been returned, forwarded or otherwise disposed of, as shown in Table I.....		12,513	11	
	Grand Total of Letters containing value disposed of.....		21,991	390	10
	Grand Total of Letters unclaimed in Dead Letter Office.....		390		
	Grand Total of Letters in hands of Postmasters.....		10		
22,391			22,391		

512 Letters of value remained in the Dead Letter Office at the date of closing last year's Report.

50 Of these have since been disposed of. .

462 Still remain in Dead Letter Office.

Of the two letters in the hands of Postmasters at the date of closing last year's Report, *one* has since been satisfactorily accounted for.



## REPORT No 10.

POST OFFICE SAVINGS BANK, CANADA.—Account of all Deposits received and paid under the authority of the Act 38 Vic., Cap. 7, from 1st July, 1885, to 30th June, 1886, and of the Total Amount due to all Depositors at the latter date.

	\$	cts.		\$	cts.
Balance due to depositors on 30th June, 1885.....	15,090,540	31	Repayment to depositors during the year.....	6,183,470	60
Deposits in Post Office Savings Bank during the year .....	7,615,227	00	Balance due to depositors on 30th June, 1886 :—		
Interest allowed to depositors during the year, computed according to the Post Office Act, 1875, secs. 65, 66 and 67.	607,075	38	Bearing interest at 4 per cent.....	\$17,075,953	17
			Outstanding cheques held by depositors and not presented for payment .....	83,419	92
				17,159,372	09
				\$23,342,842	69

A. CAMPBELL,  
*Postmaster-General.*

J. C. STEWART,  
*Superintendent Savings Bank Branch.*

REPORT No. 10—*Concluded.*

POST OFFICE SAVINGS BANK, CANADA.—Statement of Expenses incurred  
from 1st July, 1885, to 30th June, 1886.

	\$	cts.
Salaries at Central Office.....	21,437	23
Payment for extra labor involved in computing interest and balancing depositors' ledgers in July, 1885.....	1,343	13
Compensation to Postmasters.....	12,332	78
Printing and binding (per accounts of Queen's Printer) .....	2,069	20
Stationery (per accounts of Stationery Office) .....	932	50
Miscellaneous, including advertising, travelling expenses of Inspectors, telegrams, etc.....	243	27
Total.....	34,358	11

\*This statement is merely statistical and collated from various portions of the Public Accounts.

A. CAMPBELL,  
*Postmaster-General.*

J. C. STEWART,  
*Superintendent Savings Bank Branch.*

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# CANADA.

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## ANNUAL REPORT

OF THE

# MINISTER OF PUBLIC WORKS

FOR THE

## FISCAL YEAR 1885-86

### ON THE WORKS UNDER HIS CONTROL.

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SUBMITTED IN ACCORDANCE WITH THE PROVISIONS OF THE ACT THIRTY-FIRST VICTORIA, CHAPTER TWELVE, SECTION NINETEEN, AS AMENDED BY THE ACT FORTY-SECOND VICTORIA, CHAPTER SEVEN.

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*Printed by Order of Parliament.*

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OTTAWA:

PRINTED BY MACLEAN, ROGER & CO., WELLINGTON STREET.

1886.





## TABLE OF CONTENTS.

---

INTRODUCTION .....	xix
REVIEW OF LAST FOUR YEARS' WORK. ....	xix
NUMBER OF NEW BUILDINGS ERECTED.....	xx
NUMBER OF NEW PIERS BUILT, &c.....	xx
DREDGING DURING PAST FOUR YEARS.....	xx
EXTENSION OF TELEGRAPH SYSTEM.....	xx
EXPENDITURE DURING PAST FOUR YEARS.....	xxi
GENERAL EXPENDITURE, 1885-86.....	xxii
PUBLIC BUILDINGS .....	xxiii
HARBOURS AND RIVERS.....	xxiv
DREDGES AND DREDGING.....	xxv
DESCRIPTION OF WORK DONE.....	xxvi
PROVINCE OF NOVA SCOTIA:—	
AMHERST—Public Building.....	xxvi
ANTIGONISH     do .....	xxvi
ARICHAT .....	xxvii
AVONPORT—Wharf.....	xxvii
BADDECK—Public Building.....	xxvii
BEAR TRAP—Improving Channel.....	xxvii
BRIDGEWATER—Savings Bank.....	xxviii
CANADA CREEK—Pier.....	xxviii
CHESTER CANAL—Improving Channel.....	xxviii
CHETICAMP—Dredging .....	xxviii
CHEVERIE—Breakwater .....	xxix
CHIPMAN'S BROOK—Pier.....	xxix
COW BAY—Breakwater.....	xxix
CRANBERRY HEAD—Pier.....	xxx
DELAP'S COVE—Breakwater.....	xxx
DIGBY             Pier....	xxx
EAST BAY         do .....	xxx
GRAND NARROWS do .....	xxxi
GRANTON             Dredging .....	xxxi
GREAT VILLAGE RIVER     do .....	xxxi
GREEN COVE—Pier.....	xxxi

PROVINCE OF NOVA SCOTIA—*Concluded.*

GROS NEZ—Beach Protection.....	xxxii
HALIFAX—Dominion Building.....	xxxii
Examining Warehouse.....	xxxii
Graving Dock .....	xxxii
Harbour.....	xxxiii
HALL'S HARBOUR—Pier.....	xxxiii
HARBOURS AND RIVERS GENERALLY—Repairs and Maintenance...	xxxiii
HAY COVE—    Pier.....	xxxiii
HILTZ NARROWS    do .....	xxxiii
IONA            do .....	xxxiv
KINGSFORT      do .....	xxxiv
MABOU—Pier and Dredging.....	xxxiv
MORDEN—Breakwater .....	xxxv
NEW GLASGOW—Public Building.....	xxxv
NORTH SYDNEY    do .....	xxxv
OGILVIE'S—Pier.....	xxxvi
PARSBORO' OR PARTRIDGE ISLAND RIVER—Pier.....	xxxvi
PETITE RIVIÈRE—Breakwater.....	xxxvi
PICKET'S PIER—Pier .....	xxxvii
PICTOU—Custom House.....	xxxvi
Marine Hospital.....	xxxvii
PORT GREVILLE—Pier.....	xxxvii
PORT HOOD—Breakwater.....	xxxvii
PORT LORNE—Pier.....	xxxvii
SUMMERVILLE—Breakwater.....	xxxviii
SYDNEY—Marine Hospital.....	xxxviii
Public Building.....	xxxviii
Quarantine Station.....	xxxviii
TANCOOK ISLAND—Pier.....	xxxviii
TROUT COVE      do .....	xxxix
TRURO—Public Building.....	xxxix
VICTORIA PIER—Pier.....	xxxix
WEST PUBNICO—Wharf.....	xl
WHITE POINT—Breakwater.....	xl
WINDSOR—Public Building.....	xl
YARMOUTH—Harbour .....	xli
Public Building.....	xli

## PROVINCE OF PRINCE EDWARD ISLAND :—

BAY VIEW—Pier.....	xli
BELFAST    do .....	xlii



PROVINCE OF PRINCE EDWARD ISLAND—*Concluded.*

CAMPBELL'S COVE Pier.....	xlii
CAPE TRAVERSE do .....	xlii
CASCUMPEC do .....	xlii
CHAPEL POINT do .....	xliii
CHARLOTTETOWN—Dominion Building (new).....	xliii
do (temporary) .....	xliii
CLIFTON—Pier.....	xliii
CRAPAUD—Dredging .....	xliv
HARBOURS AND RIVERS GENERALLY—Repairs and Maintenance....	xliv
HURD'S POINT—Pier.....	xliv
KIER'S SHORE do .....	xl v
MIMINIGASH do .....	xl v
MONTAGUE—Montague Wharf.....	xl v
Public Building.....	xl v
Stephen's Wharf.....	xlvi
Sturgeon Wharf.....	xlvi
NEW LONDON—Breakwater.....	xlvi
NORTH CARDIGAN—Pier.....	xlvi
PORT SELKIRK do .....	xlvi
RUSTICO—Breakwater .....	xl vii
SOURIS do .....	xl vii
SUMMERSIDE—Public Building.....	xl vii
TIGNISH—Dredging .....	xl viii
VERNON RIVER—Pier.....	xl viii
WOOD ISLANDS—Breakwater.....	xl viii

## PROVINCE OF NEW BRUNSWICK :—

ANDERSON'S HOLLOW—Pier.....	xlix
BATHURST—Public Building.....	xlix
BUCTOUCHE—Pier .....	xlix
CAPE TORMENTINE—Harbour... ..	l
Winter Crossing.....	l
CARLETON—Post Office.....	l
DORCHESTER—Penitentiary.....	l
FREDERICTON—Military School.....	li
Military Buildings.....	li
Public Building.....	li
GRAND ANSE—Breakwater.....	li
HARBOURS AND RIVERS GENERALLY—Repairs and Maintenance....	lii
HOPEWELL CAPE—Ballast Wharf.....	lii

PROVINCE OF NEW BRUNSWICK—*Concluded.*

MADAWASKA RIVER—Tow Path.....	lii
MONCTON—Public Building.....	lii
NEWCASTLE do .....	liii
PORTLAND do .....	liii
RICHIBUCTO—Protection Works.....	liii
RIVER RESTIGOUCHE—Improving channel.....	liv
RIVER ST. JOHN—Dredging, &c.....	liv
RIVER UPSALQUICH—Improving channel..	lv
ST. JOHN—Custom House .....	lv
Harbour .....	lv
Marine Hospital.....	lvi
Penitentiary .....	lvi
Post Office.....	lvi
Savings Bank.....	lvi
ST. STEPHEN—Public Building.....	lvi
SUSSEX do .....	lvii
WOODSTOCK do .....	lvii

## PROVINCE OF QUEBEC:—

ANSE A L'EAU Pier.....	lvii
ANSE DU PORTAGE do .....	lviii
ANSE ST. JEAN do .....	lviii
BAGOTVILLE do .....	lviii
BAIE ST. PAUL do .....	lviii
BARACHOIS DE LA MALBAIE—Removing obstructions.....	lix
BERTHIER (EN BAS)—Pier.....	l x
BIC do .....	lix
CHAMBLY—Canal Office.....	lix
CHATEAU RICHER—Removing Boulders.....	l x
CHICOUTIMI—Marine Hospital.....	l x
Pier .....	l x
COTEAU LANDING do .....	l x
ETANG DU NORD—Breakwater .....	lxi
GATINEAU POINT—Pier.....	lxi
GROSSE ISLE—Quarantine Buildings.....	lxi
HARBOURS AND RIVERS GENERALLY—Repairs and Maintenance...	lxii
HULL—Public Building.....	lxii
ILE AUX COUDRES—Pier .....	lxi
LANORAIE do .....	lxiii
LES ECUREUILS do .....	lxiii

PROVINCE OF QUEBEC—*Continued.*

L'ISLET—Pier.....	lxiii
MALBAIE do .....	lxiii
MATANE do .....	lxiv
MONTREAL—Armouries.....	lxiv
Custom House.....	lxiv
Drill Hall.....	lxv
Examining Warehouse .....	lxv
Inland Revenue Building .....	lxv
Post Office.....	lxv
NEW CARLISLE—Pier .....	lxv
NEWPORT RIVER—Protection Works.....	lxvi
PERCÉ—Pier .....	lxvi
QUEBEC—Citadel Buildings .....	lxv
Cullers' Office.....	lxvii
Custom House.....	lxvii
Custom House Wharves.....	lxvii
Drill Hall.....	lxvii
Examining Warehouse.....	lxvii
Gas Inspector's Office.....	lxvii
Immigrant Building .....	lxviii
Marine Hospital.....	lxviii
Marine Hospital Wharves.....	lxviii
Observatory .....	lxviii
st Office.....	lxviii
Queen's Wharf Buildings.....	lxix
Weights and Measures Office.....	lxix
RIVER À LA GRAISSE (RIGAUD)—Dredging.....	lxix
do BLANCHE do .....	lxix
do DU LIÈVRE—Improvement of Navigation.....	lxix
do DU LOUP (EN BAS)—Pier... ..	lxx
do NICOLET—Harbour of Refuge .....	lxx
do NOIRE—Clearing Channel .....	lxx
do OTTAWA—Dredging.....	lxxi
do OUELLE—Pier.....	lxxi
do RICHELIEU—Dredging.....	lxxi
do RIMOUSKI—Removing Boulders.....	lxxii
do SAGUENAY—Channel below Chicoutimi.....	lxxii
La Grande Décharge .....	lxxii
do SALMON—Dredging .....	lxxii
do STE. ANNE DE BEAUPRÉ—Dams.....	lxxiii



# PROVINCE OF QUEBEC—*Concluded.*

RIVER ST. FRANCIS—Dredging .....	lxxiii
do ST. LAWRENCE—Removal of Chains, &c. ....	lxxiii
do ST. LOUIS—Dredging.....	lxxiv
do ST. MAURICE do .....	lxxiv
do YAMASKA—Lock and Dam.....	lxxiv
STE. ANNE DE BELLEVUE—Pier .....	lxxv
STE. ANNE DE LA POCATIÈRE do .....	lxxv
STE. ANNE DE SOREL do .....	lxxv
ST. FRANÇOIS (ILE ORLÉANS) do .....	lxxv
ST. JEAN do do .....	lxxvi
ST. JOHN'S—Barracks .....	lxxvi
Public Building .....	lxxvi
ST. MICHEL—Pier.....	lxxvi
ST. THOMAS DE MONTMAGNY—Pier.....	lxxvii
ST. VINCENT DE PAUL—Penitentiary .....	lxxvii
ST. ZOTIQUE—Pier .....	lxxvii
SHERBROOKE—Public Building.....	lxxviii
SOREL do .....	lxxviii
THREE RIVERS—Custom House.....	lxxviii
Post Office.....	lxxviii
TROIS PISTOLES—Pier.....	lxxix
VALLEYFIELD—Collector's Office.....	lxxix
VICTORIA (LAKE MÉGANTIC)—Pier.....	lxxix

# PROVINCE OF ONTARIO :—

AMHERSTBURG—Public Building.....	lxxix
BARRIE do .....	lxxx
BAYFIELD—Pier.....	lxxx
BELLEVILLE—Public Building.....	lxxx
BERLIN do .....	lxxx
BRANTFORD do .....	lxxx
BROCKVILLE do .....	lxxx
BURLINGTON CHANNEL .....	lxxxii
CHANTRY ISLAND—Protection Work.....	lxxxii
CHATHAM—Public Building.....	lxxxii
CLIFTON do .....	lxxxii
COBOURG—Harbour .....	lxxxiii
Public Building.....	lxxxiii
COLLINGWOOD—Harbour Works.....	lxxxiii
CORNWALL—Public Building.....	lxxxiv
GALT do .....	lxxxiv

PROVINCE OF ONTARIO—*Continued.*

GANANOQUE—Public Building.....	lxxxiv
GODERICH—Harbour .....	lxxxv
GUELPH—Public Building.....	lxxxv
HAMILTON—Custom House.....	lxxxv
Immigrant Shed.....	lxxxv
Public Building.....	lxxxvi
HARBOURS AND RIVERS GENERALLY—Repairs and Maintenance....	lxxxvi
HAWKESBURY—Dredging.....	lxxxvi
KINCARDINE—Breakwater.....	lxxxvi
KINGSTON—Custom House.....	lxxxvii
Harbour .....	lxxxvii
Penitentiary.....	lxxxvii
Post Office.....	lxxxvii
KINGSVILLE—Harbour of Refuge.....	lxxxviii
LION'S HEAD—Pier.....	lxxxviii
LITTLE BEAR CREEK—Dredging.....	lxxxviii
LITTLE CURRENT           do .....	lxxxix
LITTLE NATION RIVER—Improving Navigation.....	lxxxix
LONDON—Custom House.....	lxxxix
Infantry School.....	xc
Post Office.....	xc
L'ORIGNAL—Pier .....	xc
MEAFORD—Dredging.....	xc
MIDLAND           do .....	xc
ORANGEVILLE—Public Building.....	xc
OTTAWA—Geological Museum.....	xc
Major's Hill Park.....	xc
National Art Gallery.....	xc
Nepean Point .....	xc
New Departmental Building.....	xc
New Edinburgh Bridge.....	xc
Post Office, &c.....	xc
Public Buildings.....	xc
Sapper's Bridge.....	xc
St. Patrick Street.....	xc
Supreme Court.....	xc
Suspension Bridge.....	xc
Wellington Street.....	xc
OWEN SOUND—Inland Revenue Office.....	xc
Harbour.....	xc

PROVINCE OF ONTARIO—*Concluded.*

PETERBORO'—Public Building.....	xciv
PORT ALBERT—Piers.....	xcv
PORT ARTHUR—Harbour.....	xcv
PORT ELGIN—Breakwater.....	xcv
PORT HOPE—Harbour.....	xcvi
Public Building.....	xcv <sub>1</sub>
PRESCOTT—Public Building.....	xcvi
RIDEAU HALL—Repairs, &c.....	xcvi
RIVER KAMINISTIGUIA—Dredging.....	xcvii
RIVER NAPANEE do .....	xcvii
RIVER OTTAWA do .....	xcvii
RONDEAU—Pier.....	xcviii
SALMON RIVER—Dredging.....	xcviii
SARNIA—Immigrant Shed.....	xcviii
SAULT STE. MARIE—Dredging.. ..	xcix
ST. CATHARINES—Public Building.....	xcix
ST. THOMAS do .....	xcix
STRATFORD do .....	xcix
SUMMERSTOWN—Dredging.....	c
THORNBURY—Protection Works.....	c
TORONTO—Assistant Receiver-General's Office. ....	c
Custom House .....	c
Examining Warehouse.. ..	c
Forts.....	ci
Harbour.....	ci
Immigrant Building.....	ci
Inland Revenue Office.....	ci
Post Office.....	ci
WILSON'S ROCK—Block for Beacon.....	ci
WINDSOR—Public Building.....	cii

## PROVINCE OF MANITOBA :—

BIRTLE—Immigrant Shed.....	cii
BRANDON—Post Office.....	cii
MINNEDOSA—Immigrant Shed. ....	ciii
RED RIVER—Dredging.....	ciii
STONY MOUNTAIN—Penitentiary.....	ciii
WINNIPEG—Architect's Office.....	civ
Dominion Lands Office.....	civ
Drill Hall.....	civ
Immigrant Building .....	civ



PROVINCE OF MANITOBA—*Concluded.*

WINNIPEG—Lieutenant-Governor's Residence.....	civ
Parliament Buildings.....	cv
Post Office (new).....	cv
Powder Magazine.....	cv

NORTH-WEST TERRITORIES :—

BATTLEFORD—Immigrant Shed.....	cv
Mounted Police Barracks.....	cv
CALGARY—Court House.....	cvi
Immigrant Building.....	cvi
Mounted Police Barracks.....	cvi
FORT QU'APPELLE—Indian Industrial School.....	cvi
HIGH RIVER do .....	cvi
MEDICINE HAT—Immigrant Building.....	cvi
PRINCE ALBERT—Court House and Jail.....	cvi
PUBLIC BUILDINGS GENERALLY—Repairs and Maintenance.....	cvi
QU'APPELLE STATION—Immigrant Building.....	cvi
REGINA—Council Chamber.....	cvi
Court House.....	cvi
Dominion Lands Office.....	cvi
Indian Office (old).....	cvi
do (new).....	cvi
Jail and Lunatic Asylum.....	cvi
Lieutenant-Governor's Residence.....	cvi
Mounted Police Barracks.....	cvi
Post Office.....	cvi
Riding and Drill Hall.....	cix
Water Supply for Public Buildings.....	cix
SASKATCHEWAN RIVER—Improvement of Navigation.....	cix

PROVINCE OF BRITISH COLUMBIA :—

COWICHAN RIVER—Removal of Snags.....	cx
ESQUIMALT—Graving Dock.....	cx
FRASER RIVER—Removal of Snags.....	cx
NANAIMO—Public Building.....	cx
NEW WESTMINSTER—Penitentiary.....	cx
Public Building.....	cx
NICOMEKLE RIVER—Removal of Snags.....	cx
VICTORIA—Custom House.....	cx
Harbour .....	cx

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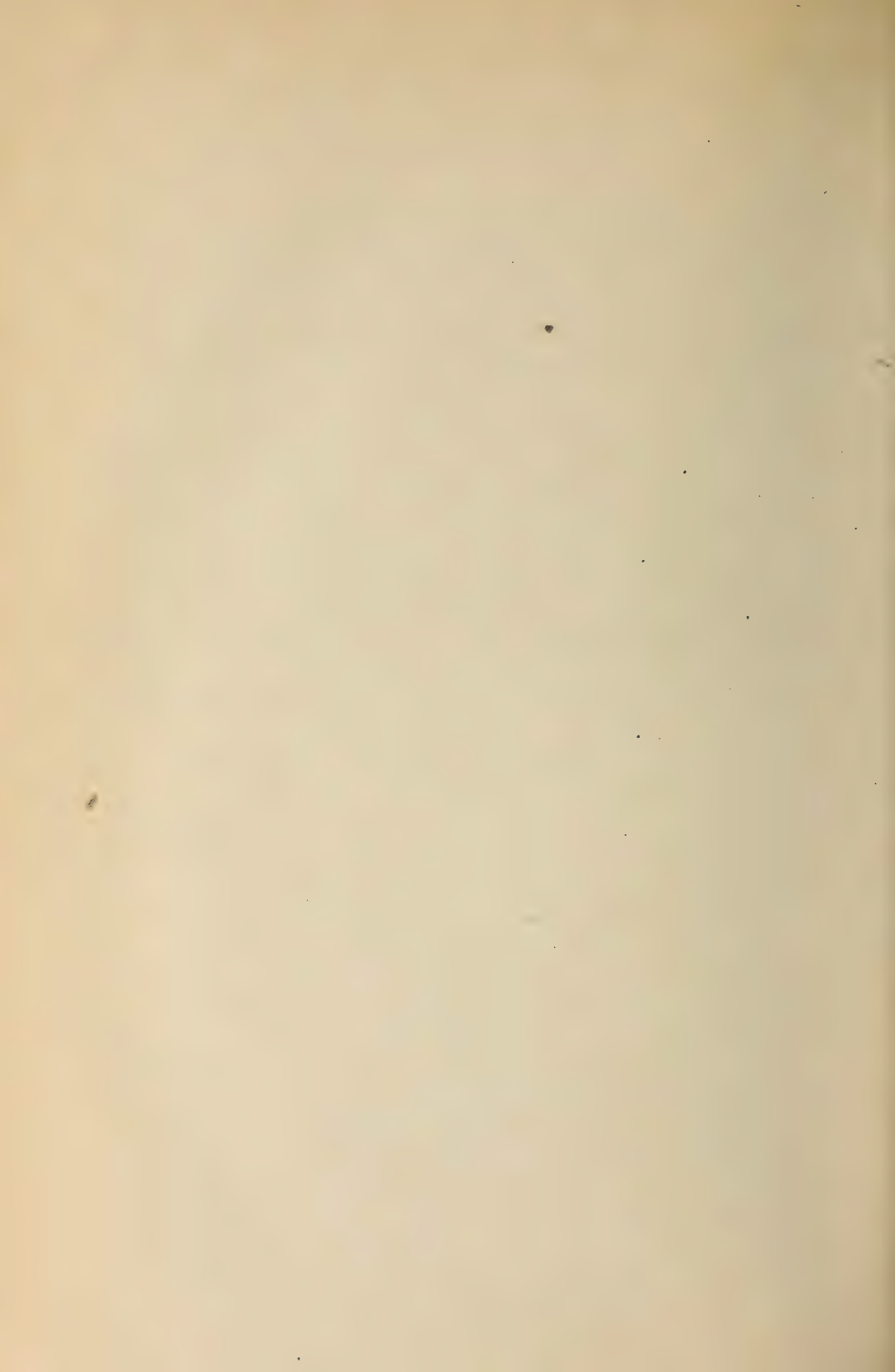
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 PROVINCE OF BRITISH COLUMBIA—*Concluded.*

VICTORIA—Immigrant Building.....	cxii
Post Office.....	cxii
Quarantine Station.....	cxii
PUBLIC BUILDINGS GENERALLY.....	cxii
CIVIL SERVICE EXAMINATIONS.....	cxii
HEATING DOMINION BUILDINGS.....	cxiii
SALARIES OF ENGINEERS, FIREMEN, &c.....	cxiii
DREDGE VESSELS.....	cxiv
SURVEYS AND EXAMINATIONS.....	cxiv
SLIDES AND BOOMS.....	cxiv
SAGUENAY DISTRICT.....	cxv
ST. MAURICE DISTRICT.....	cxv
OTTAWA DISTRICT.....	cxv
NEWCASTLE DISTRICT.....	cxvi
ROADS AND BRIDGES.....	cxvi
ROADS :—	
Ordnance Lands, Grand Falls, N.B.....	cxvi
Témiscouata.....	cxvii
BRIDGES :—	
Battle River.....	cxvii
Calumet Channel.....	cxvii
Des Joachims.....	cxvii
Elbow River.....	cxvii
Old Man's River.....	cxvii
Portage du Fort.....	cxvii
Russell.....	cxviii
TELEGRAPHS.....	cxviii
MARITIME PROVINCES AND GULF OF ST. LAWRENCE.....	cxviii
NORTH SHORE OF THE ST. LAWRENCE.....	cxix
QUEBEC TO GROSSE-ILE.....	cxix
AMHERST ISLAND—ONT.....	cxix
NORTH-WEST TERRITORIES.....	cxix
BRITISH COLUMBIA.....	cxx
RATES ON GOVERNMENT TELEGRAPH LINES.....	cxx

ARBITRATIONS AND AWARDS.....	cxx
LIST OF ENGINEERS, FIREMEN, &c.....	cxx
STATEMENT OF DREDGING PLANT .....	cxxi
QUEBEC HARBOUR IMPROVEMENTS.....	cxxi
SHIP CHANNEL BETWEEN MONTREAL AND QUEBEC.....	cxxi
STAFF EMPLOYED ON SLIDES AND BOOMS.....	cxxi
GOVERNMENT PIERS AND WHARVES.....	cxxi
OPENING AND CLOSING OF NAVIGATION .....	cxxii
ARRIVALS FROM SEA, &c.....	cxxii
CONTRACTS, PROPERTY PURCHASED, &c.....	cxxii
ACTS RELATING TO PUBLIC WORKS .....	cxxii
TABLES OF DISTANCES, &c.....	cxxii
DEPARTMENTAL STAFF .....	cxxiii
OFFICIAL CORRESPONDENCE.....	cxxiii
SUMMARY OF EXPENDITURE ON PUBLIC WORKS.....	cxxiii





## TABLE OF APPENDICES.

	PAGE.
Appendix No. 1. Expenditure during the fiscal year. Accountant's statement.	3
“ 2. Public Buildings throughout the Dominion. Chief Architect's Report.....	21
“ 3. Engineers, Firemen and Caretakers employed in Public Buildings throughout the Dominion.....	37
“ 4. Heating Apparatus, Gas, Water and Bell Service, Ottawa. Mechanical Engineer's Report.....	41
“ 5. Harbours, Rivers, Dredges, Dredging, Surveys, &c. Chief Engineer's Report.....	45
“ 6. Dredging Plant owned by the Department of Public Works	97
“ 7. Quebec Harbour improvements and Lévis Graving Dock. Report by Quebec Harbour Commission.....	101
“ 8. Slides and Booms. Saguenay District. Superintendent's Report.....	105
“ 9. do St. Maurice District. Superintendent's Report.....	109
“ 10. do Ottawa District. Superintending Engineer's Report.....	113
“ 11. do Newcastle District. Acting Superintending Engineer's Report.....	121
“ 12. do Staff employed on the various Slides and Booms.....	127
“ 13. Public Works in British Columbia. Report of the Resident Agent.....	131
“ 14. Government Piers in Ontario and Quebec.....	139
“ 15. Opening and Closing of Navigation.....	147
“ 16. Arrivals from Sea at various Ports in the Dominion from 1863 to 1885.....	151
“ 17. Vessels constructed at principal Shipping Ports from 1868 to 1885.....	155
“ 18. Wrecks on the Sea Coast and Inland Waters of the Dominion from 1868 to 1885.....	159
“ 19. Telegraph Lines. Report of Superintendent.....	165
“ Tariff of rates on Government Telegraph Lines.....	188
“ 20. Contracts let by Department; property purchased or sold; property leased.....	189
“ 21. Acts relating to Public Works.....	197
“ 22. National Art Gallery. Report of Curator.....	201
“ 23. Official Arbitrators. Report on cases submitted during the fiscal year.....	205

Appendix No. 24.	Tables showing the extent and progress of Public Works, distances, &c., on the main routes of Navigation, Railways, Telegraph Lines, &c.....	203
Part 1.	Inland Navigation of Canada, showing existing and proposed routes; length and dimensions of Canals and Locks and draught of water throughout, &c....	211
Part 2.	Ocean routes between the principal Ports of Canada and the United States, and those of Foreign Countries.....	233
Part 3.	Inter-provincial Roads and Land Routes to the Sea Board; Government Railways and Telegraph Lines; together with table of British Possessions throughout the world, &c.....	254
Part 4.	Comparative table of Distances, &c., from Liverpool to Yokohama by the shortest ocean routes, and by the shortest trunk lines of railway in Canada and the United States.....	277
"	25. Staff of the Department.....	333
"	26. Official Correspondence of the Department.....	337
"	27. Summary of Expenditure, 1867 to 1886.....	341
"	28. Ship Canal, between Montreal and Quebec. Report of Montreal Harbour Commission.....	343



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CANADA.

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REPORT

OF THE

MINISTER OF PUBLIC WORKS

FOR THE

FISCAL YEAR ENDED 30TH JUNE, 1886.

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*To His Excellency the Most Honourable Henry Charles Keith Petty-Fitzmaurice, Marquis of Lansdowne, in the County of Somerset, Earl of Wycombe, of Chipping Wycombe, in the County of Bucks, Viscount Caln and Calnstone, in the County of Wilts, and Lord Wycombe, Baron of Chipping Wycombe, in the County of Bucks, in the Peerage of Great Britain; Earl of Kerry and Earl of Shelburne, Viscount Clanmaurice and Fitzmaurice, Baron of Kerry, Lixnaw and Dunkerron, in the Peerage of Ireland; Governor General of Canada, and Vice Admiral of the same, &c.;*

MAY IT PLEASE YOUR EXCELLENCY :

In submitting to you the Annual Report of the Department of Public Works for the fiscal year ended 30th June, 1886, I desire to direct the attention of Your Excellency to the great increase in the work of the Department which has taken place during the last four years, especially as regards the number of new buildings which have been erected, and of piers, breakwaters, &c., which have been built. For some years prior to 1881 the finances of the country were not in such a condition as to warrant so full an expenditure on Public Buildings and other works under the control of this Department as the growing requirements of the public service rendered necessary; but the improved state of the revenue having removed the necessity for restricting to that extent the undertaking of new public works, Parliament has granted large sums for this purpose, with the result that a greater number of necessary and useful works have been undertaken during the four years from 1st July, 1882, to 30th June, 1886, than were undertaken during the fifteen years from Confederation to 30th June, 1882; and the expenditure, as shown in accompanying table, has been more than half as much as it was during the fifteen years, the amounts being \$10,760,420.38 for the four years from 1st July, 1882, to 30th June, 1886, and \$19,693,620.86 for the fifteen years from 1st July, 1867, to 30th June, 1882.

The need for increased accommodation in the matter of suitable buildings in which to transact public business has been severely felt. Prior to 1882 there were few Public Buildings outside of the principal cities; but since that time a large number of the smaller cities and towns have been supplied with suitable Post Offices, Customs Houses and other buildings, to the very great advantage of the public service and to the increased accommodation of the general public having business with the Government Offices. Some of these buildings, such as the new Departmental Block in Ottawa, the new Post Office, &c., in Hamilton, and the Parliament Buildings in Winnipeg, are very large and handsome structures, adding



greatly to the beauty of the cities they adorn ; while all have been built with a view to combining elegance of appearance with suitability for the purposes for which they are intended, and a due regard to economy in construction. The total number of new buildings of all sorts completed by this Department during the four years, or now in course of erection, is eighty-eight, as compared with seventy-three built between 1867 and 1882. In addition to this a number of buildings erected prior to Confederation, and since, have been repaired and many of them have been considerably enlarged. The total expenditure on Public Buildings during the four years has been \$5,609,473.39, and for the period from Confederation to 1882, \$10,369,383.91.

In the improvement of harbours and rivers a great deal has also been done, and the trading facilities of the Dominion very much enlarged by the formation of harbours of refuge, the building of new piers and breakwaters, and the improvement of the navigation of rivers by the removal of obstructions, &c. Sixty-eight new piers, wharves and breakwaters have been built during the four years ; one hundred and twenty-six have been repaired, and many of them greatly enlarged ; protection works have been built or repaired at fifteen places ; the channels of fifty-eight rivers or harbours improved, and other works performed at eighteen places, making a total of two hundred and eighty-five different places at which work has been done, as compared with two hundred and fifty-six places from Confederation to 1882 ; the expenditure for the two periods being \$3,262,313.24 for 1882-86, and \$3,869,663.33 for 1867-82. This does not include work done under the guarantee of the Government and the supervision of this Department.

The deepening of the Sault Ste. Marie and Welland Canals has led to the employment of larger vessels on the lakes, and consequently some of the harbours have been found to be too shallow to accommodate these vessels, and the result has been that a great deal of dredging has been done during the last four years in the various harbours and rivers emptying into the great lakes, as well as in the Maritime Provinces. Part of this has been done by contract, but a great portion has been done by the Government dredges. During the four years, dredging has been done at ninety-five different places, and the expenditure for dredges and dredging has been \$677,554.29, as compared with \$1,001,697.44 from 1867 to 1882.

The telegraph system on the north shore of the St. Lawrence has been extended 296½ miles towards Cape Forteau, during the four years, and it is intended that the extension should be continued until it reaches that point. The North-West system has also been greatly extended, and large portions of it rebuilt.

Although the work of the Department has been so greatly increased during the past four years, it affords me pleasure to state that it has not been found necessary to augment the permanent staff, and that by the employment of extra assis-

tants, when their services were required, the increased business of the Department has been conducted with efficiency, promptitude and economy.

The subjoined table gives the expenditure for each service during the four years:

STATEMENT of Expenditure by Department of Public Works for four years, from 1st July, 1882, to 30th June, 1886.

Service.	1882-83.	1883-84.	1884-85.	1885-86.	Total.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Public Buildings .....	1,013,039 39	1,682,068 93	1,369,460 72	1,544,904 35	5,609,473 39
Harbours and Rivers .....	624,731 03	928,852 84	844,165 55	864,563 82	3,262,313 24
Dredges and Dredging....	131,841 66	252,112 57	161,703 44	131,896 62	677,551 29
Slides and Booms.....	82,708 75	112,199 25	109,635 72	129,470 71	434,014 43
Roads and Bridges.....	4,066 83	33,985 79	20,143 79	38,292 89	96,489 30
Telegraph Lines.....	136,670 95	127,364 21	132,273 10	119,411 80	515,720 06
Miscellaneous .....	36,300 54	43,367 19	45,242 03	39,945 91	164,855 67
	2,029,359 15	3,179,950 78	2,682,624 35	2,868,486 10	10,760,420 38

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## REPORT FOR THE YEAR 1885-86.

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I now proceed with the Report for the fiscal year ended 30th June, 1886, on the works under the control of the Department of Public Works, made in compliance with the requirements of the Act 31 Victoria, Chapter 12. The Report contains an abstract of the general expenditure of the Department showing the total amount available for each service, amount lapsed and amount expended, together with a description of the works executed; and is accompanied by twenty-eight appendices giving the Annual Reports of the Chief Engineer, Chief Architect and other officers of the Department, and, also, a number of tables and other statements containing information pertaining to this Department.

The works under the control of this Department are :—

PUBLIC BUILDINGS, their construction and maintenance.

HARBOURS AND PIERS, their improvement and construction.

WORKS ON NAVIGABLE RIVERS.

DREDGING AND DREDGE VESSELS.

ROADS AND BRIDGES.

SLIDES AND BOOMS.

TELEGRAPHS.

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## GENERAL EXPENDITURE.

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By the Act 48-49 Victoria, Chapter 41, assented to on the 20th July, 1885, the sum of \$2,867,707.00 was appropriated for expenditure on Public Works, during the fiscal year ending 30th June, 1886; and by the Act 49 Victoria, Chapter 1, assented to on 2nd June, 1886, the further sum of \$307,550.34 was granted for the same purpose. In addition to these amounts, the sum of \$631,208.30, unexpended balance of appropriations for 1884-85, was carried forward; the sum of \$59,284.77 was contributed by Provincial Governments, Municipal and other Corporations, towards the construction of works partly of a Provincial or Local character, and amounts of \$2,150 00, \$25,000.00 and \$1,500.00 were transferred by Orders in Council from the appropriations voted to the Departments of Railways and Canals, Militia and Agriculture, respectively, for expenditure by this Department. The total amount available, therefore, from all sources, was \$3,894,400.41, of which the sum



of \$2,868,486.10 was expended during the fiscal year; \$303,900.46 lapsed on 30th September, 1885, and the balance remained unexpended on 30th June, 1886, but was carried forward by special warrant for use on the unfinished works then in progress. The following table shows the total amount available for each service, amount lapsed and amount expended :—

	Total Amount available.	Lapsed on 30th September, 1885.	Expended in Fiscal Year 1885-86.
Public Buildings.....	\$2,085,435 13	\$195,705 11	\$1,544,904 35
Harbours and Rivers.....	1,201,419 54	73,190 56	864,563 82
Dredges and Dredging...	147,421 33	.....	131,896 62
Slides and Booms... ..	167,499 99	5,464 76	129,470 71
Roads and Bridges.....	56,109 26	17,350 00	38,292 89
Telegraph Lines.....	169,516 61	8,802 68	119,411 80
Miscellaneous .....	66,998 55	3,387 37	39,945 91
	<u>\$3,894,400 41</u>	<u>\$303,900 46</u>	<u>\$2,868 486 10</u>

In addition to this expenditure, the following amounts have been paid under the authority of special Acts of Parliament :—

Ship Channel between Quebec and Montreal.....	\$149,504 10
Quebec Harbour Improvement.....	434,493 85
Lévis Graving Dock.....	52,000 00
Three Rivers Harbour.....	81,760 97
Total .....	<u>\$717,555 92</u>

Below will be found details of the expenditure, by Provinces, of the amounts available for Public Buildings, Harbours and Rivers, and D dging.

## PUBLIC BUILDINGS.

The amount granted by the Act 48-49 Victoria, Chapter 41, for the construction, repairs and maintenance of Public Buildings was \$1,445,267.00 and by the Act 49 Victoria, Chapter 1, the further sum of \$192,014.34 was voted for the same purpose. In addition to these sums, there was carried forward the unexpended balance of appropriation for 1884-85, \$393,137.26, the sums of \$24,441.80, balance of grants by the Provincial Government of Quebec and the City of Quebec towards the Drill Hall, and \$3,974.73, balance of grant by the City of Winnipeg towards the Drill Hall. The sum of \$1,600.00 was transferred by Order in Council from

[1886]

xxiii

the Department of Railways and Canals on account of Inland Revenue Office at Valleyfield and Carillon, and \$25,000.00 from the Department of Militia and Defence on account of Infantry School at London, Ont. The total amount available, therefore, was \$2,085,435.13, of which the sum of \$1,544,904.35 was expended; \$195,705.11 lapsed on 30th September, 1885, and the balance remained unexpended on 30th June, 1886. The following table gives the total amount available for expenditure in each Province, together with the amount lapsed and amount expended:—

	Total Amount available.	Lapsed on 30th September, 1885.	Expended in Fiscal Year 1885-86.
Nova Scotia.....	\$155,985 96	\$ 16,322 45	\$109,021 7
Prince Edward Island....	77,584 89	.....	73,856 08
New Brunswick .....	124,662 05	4,824 27	106,175 00
Quebec..... .	341,169 40	42,908 00	262,254 64
Ontario.....	967,542 08	104,381 20	732,227 57
Manitoba.....	149,282 77	6,109 52	134,476 06
North-West Territories..	173,283 79	6,615 44	94,323 80
British Columbia.....	80,924 19	14,544 23	18,359 54
Public Buildings Gen.....	15,000 00	.....	14,202 92
<b>Total.....</b>	<b>\$2,085,435 13</b>	<b>\$195,705 11</b>	<b>\$1,544,904 35</b>

## HARBOURS AND RIVERS.

The amount granted by the Act 48-49 Victoria, Chapter 41, for the improvement and maintenance of harbours and rivers throughout the Dominion was \$973,940.00, and by the Act 49 Victoria, Chapter I, the further sum of \$46,490.50 was voted for the same purpose. In addition to these sums, there was carried forward the unexpended balance of appropriation for 1884-85, \$149,570.80, and \$30,868.24 contribution from Municipalities, &c.; and the sum of \$550.00 was transferred by Order in Council from the Department of Railways and Canals. The total amount available, therefore, was \$1,201,419.54, of which the sum of \$864,563.82 was expended; \$73,190.56 lapsed on 30th September, 1885, and the balance remained unexpended on 30th June, 1886. The following table gives the

total amount available, by Provinces, together with the amount lapsed and amount expended :—

	Total Amount available.	Lapsed on 30th September, 1885.	Expended in Fiscal Year 1885-86.
Nova Scotia.....	\$ 32,810 07	\$11,512 97	\$ 24,314 90
Prince Edward Island.....	52,640 39	4,250 00	47,567 85
New Brunswick.....	229,167 68	30,624 09	38,232 09
Maritime Prov. Generally.	13,658 06	.....	.....
Quebec.....	157,690 17	17,744 93	139,557 72
Ontario.....	244,055 21	2,398 37	227,492 38
Manitoba .....	6,183 32	183 32	4,241 57
North-West Territories....	13,433 00	1,833 00	6,515 92
British Columbia.....	445,388 82	4,643 88	369,748 27
Harbours and Rivers Gen.	6,392 82	.....	6,893 11
	<u>\$1,201,419 54</u>	<u>\$73,190 56</u>	<u>\$864,563 82</u>

### DREDGES AND DREDGING.

By the Act 48-49 Victoria, Chapter 41, the sum of \$117,400.00 was voted for dredges and dredging; by the Act 49 Victoria, Chapter 1, the further sum of \$17,000.00 was granted, and the unexpended balance of appropriation for 1884-85, \$13,021.33, was carried forward, so that the total amount available was \$147,421.33. Of this the sum of \$131,896.62 was spent, and the balance remained unexpended on 30th June, 1886. The following table shows amount available and amount expended, by Provinces :—

	Total Amount available.	Lapsed on 30th September, 1885.	Expended in Fiscal Year 1885-86.
New Plant.....	\$ 15,975 30	.....	\$ 12,675 17
Repairs.....	23,660 41	.....	17,916 14
Nova Scotia.....	40,000 00	.....	18,678 42
Prince Edward Island.....		.....	9,427 55
New Brunswick.....		.....	11,894 03
Quebec.....		.....	13,098 17
Ontario.....	22,104 62	.....	20,634 95
Manitoba .....	10,034 11	.....	9,762 12
British Columbia.....	15,000 00	.....	14,979 64
General Service.....	5,086 66	.....	2,830 43
	<u>\$147,421 33</u>	<u>.....</u>	<u>\$131,896 62</u>



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## DESCRIPTION OF WORK DONE.

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The following is a description of the work done during the fiscal year on Public Buildings, Harbours, Rivers and Dredging, arranged in alphabetical order, by Provinces, giving the amount available for expenditure, amount spent during the year, and total amount expended on the building or other work. Where no special appropriation is mentioned the amount was paid out of some general vote.

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### PROVINCE OF NOVA SCOTIA.

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#### AMHERST.

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Amherst, the chief town of Cumberland County, is situated at the head of Chignecto Bay, and is 138 miles north-west of Halifax.

At the Session of 1885 the further sum of \$19,800.00 was voted towards the completion of the building intended to accommodate the Postal, Customs and other offices, a full description of which appeared in last year's report. On 2nd January, 1886, a contract for heating apparatus was entered into with Messrs. Wisdom & Fish, for the sum of \$1,700.00. At the close of the fiscal year the building was nearing completion; and since that date it has been finished and occupied by the different Departments. Expenditure during the year, \$19,365.18. Total expenditure on this building, \$32,394.93.

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#### ANTIGONISH.

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Antigonish is the county town of the County of Antigonish, and is situated on the Halifax and Cape Breton Railway, 41 miles east of New Glasgow.

During the fiscal year some slight repairs have been made to the Public Building at this place at a cost of \$87.39. Total expenditure on this building, \$5,520.30 for construction; and \$113.37 for repairs.

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ARICHAT.

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Arichat is the chief town in the County of Richmond, and is about 30 miles distant from Canso.

The sum of \$418.69 has been paid for repairs to the building used as a Post Office.

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AVONPORT.

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Avonport, in King's County, is situated at the mouth of the River Avon, on the south side of the Basin of Minas, and is 12 miles from Windsor.

At the Session of 1885 the sum of \$1,300.00 was voted for the purpose of repairing the wharf at this place, built some years ago by the inhabitants and repaired in 1878 by this Department; and the approach to the wharf has been rebuilt, the outer end raised, and other necessary work done. Expenditure during the fiscal year, \$1,300.00. Total expenditure since Confederation, \$1,800.00.

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BADDECK.

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Baddeck is the chief town of Victoria County, and is situated on the north side of the Great Bras d'Or Lake, about 40 miles from Sydney.

By the Act 48-49 Victoria, Chapter 41, the sum of \$4,000.00 was voted towards the completion of the Public Building at this place, described in last year's report as being in course of erection for the accommodation of the Postal and other services, and the unexpended balance of appropriation for 1884-85, \$2,866.65, was carried forward, so that the total amount available was \$6,866.65. At the close of the fiscal year the building was nearly completed, and plans and specifications for a heating apparatus and for fittings and furniture were being prepared with a view to calling for tenders. Expenditure during the year, \$6,921.55. Total expenditure on this building, \$8,054.90.

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BEAR TRAP.

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Bear Trap, in Lunenburg County, is a small harbour, about midway between the town of Lunenburg and Liverpool, Queen's County.

[1886]

The sum of \$198.47 as been spent in opening a channel from the head of the cove into a small pond, so as to afford a shelter for fishing boats.

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#### BRIDGEWATER.

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Bridgewater, in the County of Lunenburg, is situated on La Have River, 12 miles from Lunenburg.

During the fiscal year, a small safe has been supplied to the Government Savings Bank, at a cost of \$125.00, which is the only expenditure made at this place.

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#### CANADA CREEK.

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Canada Creek, in King's County, is situated on the south shore of the Bay of Fundy, 60 miles east of Digby Gut.

The sum of \$100.00 was spent during the year in repairing the pier at this place. Total expenditure since Confederation, \$5,847.08.

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#### CHESTER CANAL.

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Chester Canal is a small boat channel, made by the Local Government in 1864-65, to enable the residents of the western shore of Chester Basin to reach the wharves at Chester Harbour, Lunenburg County.

The channel having become partly filled in, the sum of \$246.76 was spent during the fiscal year in cleaning it out, and boats can now pass through at half tide.

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#### CHETICAMP.

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Cheticamp, at the northern end of Inverness County, is situated on the south shore of Gulf of the St. Lawrence, 58 miles from Mabou.

The dredge "George McKenzie" worked from 14th July to 20th September, 1885, at this place, and from 2nd to 30th June, 1886, in deepening to 14 feet at low  
xxviii [1886]



water the channel which was opened in 1875-77, but which, owing to its exposed position, had become filled up. Quantity of material removed, 29,920 cubic yards of gravel, stone and sand. Expenditure during fiscal year, \$9,753.09. Total expenditure since Confederation, \$21,484.17.

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#### CHEVERIE.

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Cheverie, in Hants County, is on the north shore of the Basin of Minas, near the mouth of the Avon River, about 16 miles from Windsor, the shire town.

During the year the sum of \$600.00 has been spent in repairing the west face of the pier, the inhabitants repairing the eastern face. Total expenditure at this place since Confederation, \$17,977.52

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#### CHIPMAN'S BROOK.

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Chipman's Brook, in King's County, is on the southern shore of the Bay of Fundy, 64 miles east of Digby Gut, and 3 miles west of Hall's Harbour.

The sum of \$299.57 has been expended in removing some ledges of rock from the bed of the brook alongside of the wharf, and in repairs to the wharf. Total expenditure since Confederation, \$5,497.56.

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#### COW BAY.

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Cow Bay, in the County of Cape Breton, is on the eastern coast of the island, about 18 miles south-east of Sydney.

The sum of \$1,000.00 was voted at the Session of 1885 for the purpose of making the most urgent repairs to this breakwater, and during the year that sum has been expended. This breakwater is 1,380 feet in length and is exposed to the full force of the Atlantic during eastern gales. It is also much weakened from the ravages of the sea worms. Since the repairs were made the work has been severely damaged by the storm of 26th and 27th December, 1885. Total expenditure at this place since Confederation, \$145,836.30.

[1886]

xxix

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CRANBERRY HEAD.

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Cranberry Head, also called Sandford, is in Yarmouth County, about 6 miles to the north-west of Yarmouth.

During the year the sum of \$109.00 has been spent on repairs to the pier built some years ago by the inhabitants of the locality and extended by the Dominion Government in 1876 and in 1878-79. Total expenditure since Confederation, \$3,709.03.

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DELAP'S COVE.

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Delap's Cove, Annapolis County, is on the south coast of the Bay of Fundy, about 12 miles north-east from Digby Gut.

During the fiscal year the sum of \$50.00 was spent in protecting from scour a portion of the foundation of the seaward face of the breakwater built in 1878-79, and ballast was replaced where required. Total expenditure at this place since Confederation, \$2,200.00.

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DIGBY.

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Digby, the shire town of Digby County, is situated at the western end of Annapolis Basin, and is the terminus of the Western Counties Railway.

At the Session of 1886 the sum of \$1,500.00 was voted for the purpose of partly repairing the pier at this place, which was almost entirely destroyed by a severe storm on 27th December, 1885. Digby being an important point of call for steamers and other craft, steps were at once taken to give temporary relief, and with the amount available a length of 80 feet of pier was reconstructed and a portion of the wreckage cleared away, thus permitting the tugs and lighters attending the passenger and freight boats to load and unload. Expenditure, \$1,945.62. Total expenditure since Confederation, \$19,334.09.

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EAST BAY.

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East Bay, in Cape Breton County, is an arm of the Bras d'Or Lake.

During the year, the sum of \$196.90 has been spent in repairing the approach to the wharf built some years ago by the inhabitants of the locality and extended in 1882 by the Department. Total expenditure since Confederation, \$2,242.12.

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GRAND NARROWS.

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Grand Narrows, or Barra Strait, is the passage connecting the Great and Little Bras d'Or Lakes.

At the Session of 1885 the sum of \$500.00 was voted to repair the wharf at this place, which was built by the Provincial Government and extended by this Department in 1883-84, and during the year the repairs have been made. Expenditure, \$499.82. Total expenditure at this place since Confederation, \$3,499.82.

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GRANTON.

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Granton, in the County of Pictou, is situated on the Middle River of Pictou, about 10 miles from Stellarton.

During the early part of 1886, the dredge "Cape Breton" was engaged in the removal of a shoal in the river opposite this place, to permit deep draught vessels to approach the wharves. Quantity of material removed, 5,910 cubic yards of sand and clay. Expenditure, \$3,210.92.

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GREAT VILLAGE RIVER (LONDONDERRY).

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Great Village River, Colchester County, empties into Cobequid Bay near its head, 18 miles from Truro.

The work of opening a new and straight channel for the river through the marsh which had been suspended since the latter part of 1884, was resumed about the middle of May last, but no payments had been made up to the close of the fiscal year. Total expenditure since Confederation, \$5,100.00.

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GREEN COVE.

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Green Cove, in Yarmouth County, lies about 13 miles to the northward of the Town of Yarmouth.

During the year the sum of \$349.92 has been spent in raising the outer end of the pier, and repairing the sheathing on the outer face of the breakwater. Total expenditure since Confederation, \$4,849.92.

[1886]

xxxix



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GROS NEZ.

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Gros Nez is a small fishing station at the eastern extremity of Petit de Gras Island, Richmond County.

At the Session of 1885 the sum of \$1,750.00 was voted for the purpose of constructing a wall of timber, brush and stone, 150 feet long, to close the breach cut by the sea through the beach connecting Petit de Gras Island with the ledge between the latter and Gros Nez Island, and so protect the fishing station at this place; and during the year the work has been carried out. Expenditure, \$1,650.00, which is the only expenditure at this place since Confederation.

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HALIFAX.

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Halifax, the Capital of the Province, is situated on the west side of Chebucto Bay, or Halifax Harbour, a deep inlet of the Atlantic Ocean.

## DOMINION BUILDING.

At the Session of 1885 the sum of \$6,500.00 was voted towards the continuation of the repairs and alterations to this building, mentioned in last year's report as being in progress; at the Session of 1886 a further sum of \$3,600.00 was granted for this purpose, and the unexpended balance of appropriation for 1884-85, \$2,305.18, was carried forward, so that the whole amount available was \$12,405.18. On the 6th March, 1886, a contract was entered into with John Starrs, for placing an hydraulic elevator in the Custom House portion of the building, for the sum of \$1,450.00. During the year extensive alterations have been made to the Post Office portion of the building, and general cleaning, painting and repairing done. Expenditure, \$11,033.61 for construction; and \$902.09 for repairs. Total expenditure on this building since Confederation \$104,097.81 for construction; and \$60,051.44 for repairs.

## EXAMINING WAREHOUSE.

At the Session of 1885 the sum of \$3,425.00 was voted towards altering the building leased from Mr. D. Falconer so as to fit it for use as an Examining Warehouse; and at the Session of 1886 the further sum of \$5,000.00 was granted for the same purpose. During the year these alterations have been partly carried out at an expenditure of \$1,897.88 for construction; and \$583.33 for repairs.

## GRAVING DOCK.

The small sum of \$34.50 was expended in connection with this work which is being done by an incorporated company. Total expenditure in connection with this work, \$63.90.

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HARBOUR.

An attempt was made to dredge for the Imperial Authorities off the "Gun Wharf" with the dredge "St. Lawrence," but the work had to be abandoned on account of the dredge being unsuitable. She was then removed to the North-West Arm where she went to work on 17th June, 1886, to deepen the channel at the head of the Arm to 15 feet at low water, and up to the close of the fiscal year 3,500 cubic yards of mud, stones and boulders had been removed, at a cost of \$1,278.12. Total expenditure on dredging in Halifax Harbour since Confederation, \$10,771.10.

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## HALL'S HARBOUR.

Hall's Harbour, in King's County, is on the south shore of the Bay of Fundy, 11 miles north of Kentville, the shire town.

The small sum of \$49.97 has been expended in repairing the outer portion of the pier which had been badly damaged by a storm in November, 1884. Total expenditure at this place since Confederation, \$799.97.

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## HARBOURS GENERALLY, NOVA SCOTIA.

At the Session of 1885 the usual grant of \$12,000.00 was made for general maintenance of harbours in the Maritime Provinces, of which the sum of \$1,638.13 was chargeable to Nova Scotia.

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## HAY COVE.

Hay Cove, in Richmond County, is an inlet of the Great Bras d'Or Lake, and is 10 miles distant from St. Peter's Canal.

The sum of \$100.00 has been expended in raising the south block of the wharf built in 1883-84. Total expenditure since Confederation, \$350.00

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## HILTZ NARROWS.

Hiltz Narrows, also known as Silver Point, is on the west side of Mahone Bay, Lunenburg County, 4 miles north of the village of Mahone Bay.

[1886]

xxxii

The Narrows form the entrance to a large pond, perfectly sheltered, and a safe and commodious harbour for fishermen and others. The wharfing pier being damaged by ice the sum of \$40.00 was spent in repairing it and in removing some rock from the channel, and much benefit has been derived therefrom. Total expenditure at this place since Confederation, \$139.97.

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#### IONA.

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Iona, in Inverness County, is situated on the western side of the Barra Strait, which connects the Great Bras d'Or Lake with the Little Bras d'Or.

At the Session of 1885 the sum of \$1,500.00 was voted for the purpose of repairing and extending the wharf at this place built some years ago by the Provincial Government; and during the year the sum of \$2,499.54 was expended for that purpose, which is the only expenditure at this place since Confederation.

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#### KINGSPORT.

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Kingsport, formerly Oak Point, is in King's County, on the western shore of the Basin of Minas, between the mouth of Cornwallis River and Cape Blomidon.

Slight repairs have been made to the pier, at a cost of \$49.95. Total expenditure since Confederation, \$24,732.67.

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#### MABOU.

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Mabou, in Inverness County, is situated on the Gulf of St. Lawrence, 6 miles north of Port Hood.

By the Act 48-49 Victoria, Chapter 41, the sum of \$1,500.00 was voted for protection works at this place; and during the fiscal year the sum of \$1,494.83 has been expended in building a brush and stone wall, 570 feet in length, to arrest the travel of sand from the westward, and it is reported that the channel opposite has been much improved thereby. From the opening of the fiscal year to the 14th September the dredge "Canada" worked on the shoal at the entrance to the harbour, and removed 16,560 cubic yards of sand, gravel, mud and boulders, at a cost of \$4,207.61.

Total expenditure at this place since Confederation, \$111,482.29.



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MORDEN PIER.

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Morden, in King's County, is on the south shore of the Bay of Fundy, 30 miles to the eastward of Digby Gut.

The sum of \$50.00 was spent on repairs to the breakwater. Total expenditure since Confederation, \$5,050.06.

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NEW GLASGOW.

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New Glasgow, in the County of Pictou, is situated on the East River, near its entrance into Pictou Harbour, and is 104 miles from Halifax by the Intercolonial Railway.

At the Session of 1885 the further sum of \$19,000.00 was voted towards the completion of the building to accommodate the Postal, Customs and other services, a full description of which appeared in Annual Report for 1883-84. On 2nd January, 1886, a contract for heating apparatus was entered into with Messrs. Wisdom & Fish, for the sum of \$1,759.00; and, on 20th February, 1886, a contract was signed by Messrs. Townsend & McKay for fittings for Long Room, Custom House, for \$280.00. Work on the building was steadily carried on up to the close of the fiscal year, and since that time it has been completed and occupied. Expenditure, \$17,492.12. Total expenditure on this building, \$36,376.31.

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NORTH SYDNEY.

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North Sydney, in Cape Breton County, is on the North-West Arm of Sydney Harbour, 18 miles from Sydney.

The sum of \$5,000.00 was voted at the Session of 1885 for the erection of a building to accommodate the Postal, Customs and other services, on the lot mentioned in last year's report as having been purchased from Mr. Robert Musgrove. On 3rd October, 1885, a contract was entered into with Messrs. McDonald, Treen & Henderson for the erection of the building, for the sum of \$13,900.00, and at the close of the fiscal year the work was well under way. The building is 40 by 57 feet, two storeys high, with basement and attic, and a one-storey extension in the rear, 13 by 20 feet. The outer walls are of rubble stone, with sandstone dressings; the floors, roofs and partitions of wood; the roof covered with slate and galvanized iron. Expenditure during the year, \$2,539.81. Total expenditure on this building, \$4,498.94.

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OGILVIE'S WHARF.

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Ogilvie's Wharf, King's County, is on the north shore of the Bay of Fundy, about midway between Harbourville and Morden.

The repairs to this wharf, referred to in last year's report, have been completed. Expenditure, \$174.62. Total expenditure at this place since Confederation, \$3,156.63.

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PARRSBORO', OR PARTRIDGE ISLAND PIER.

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Parrsboro', or Partridge Island Pier, in the County of Cumberland, is situated near the mouth of Partridge Island River on the north side of the Basin of Minas.

The sum of \$2,000.00 was voted at the Session of 1885 towards repairing the pier at this place; but up to the close of the fiscal year work had not been commenced. Total expenditure since Confederation on the pier, and dredging Partridge Island River, \$15,167.05.

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PETITE RIVIÈRE.

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Petite Rivière, in the County of Lunenburg, empties into Palmerston Bay, an inlet of the Atlantic.

The unexpended balance of appropriation for 1884-85, \$5,000.00, was carried forward, and with it a breakwater was commenced at Cherry Point, a short distance to the south of the river. A length of 200 feet, entirely of stone, was built; but being damaged by a storm in November, 1885, was repaired at a cost of \$250.00, which sum was voted in Supplementary Estimates at the Session of 1886. Total expenditure at this place since Confederation, \$5,250.00.

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PICKET'S PIER.

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Picket's Pier, King's County, is about 2 miles below the village of Canning, near the mouth of the Habitant River, which flows into the western side of the Basin of Minas.

The sum of \$99.81 was expended in repairing the inner western corner of the pier at this place built some years ago by the Local Government and the inhabitants of the locality. Total expenditure since Confederation, \$1,799.81.

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### PICTOU.

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Pictou, the chief town of the County of Pictou, is situated on the [harbour of the same name, which opens into the Strait of Northumberland.

#### CUSTOM HOUSE.

During the year the sum of \$536.07 has been spent for necessary repairs. Total expenditure on this building, \$25,070.05 for construction ; and \$4,999.55 for repairs

#### MARINE HOSPITAL.

Some small repairs have been made at a cost of \$16.80. Total expenditure on this building, \$12,410.36 for construction ; and \$468.05 for repairs.

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### PORT GREVILLE.

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Port Greville, in Cumberland County, is situated on Greville Bay, about 14 miles from Parrsboro'.

During the year the sum of \$44.92 has been spent for repairs. Total expenditure since Confederation \$6,072.92.

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### PORT HOOD.

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Port Hood, the shire town of Inverness County, is situated on the western coast of Cape Breton, 20 miles north of the entrance to the Gut of Canso.

With a portion of the unexpended balance of appropriation for 1884-85 carried forward, the work of protecting the breakwater mentioned in last year's report was completed. Expenditure, \$497.10. Total expenditure since Confederation, \$40,546.22.

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### PORT LORNE.

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Port Lorne, formerly Port Williams, is in Annapolis County, on the south-eastern coast of the Bay of Fundy.

The small sum of \$3.76 was spent on repairs to the pier at this place. Total expenditure since Confederation, \$9,652.21.



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SUMMERVILLE.

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Summerville, in Queen's County, is situated on the north side of Mahone Bay, about 12 miles to the westward of Liverpool.

During the year the sum of \$299.70 has been expended in strengthening the breakwater at this place, which had been much weakened by the action of the sea worms, and damaged by storms. Total expenditure since Confederation, \$5,889.63.

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SYDNEY.

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Sydney, the shire town of Cape Breton County, is situated on the east coast of the Island of Cape Breton, at the head of Sydney Harbour, and is 285 miles north-east of Halifax.

## MARINE HOSPITAL.

At the Session of 1885 the sum of \$800.00 was voted for the erection of a small building for the reception of dead bodies and dissecting purposes; but up to the close of the fiscal year the building had not been commenced. Total expenditure on Marine Hospital, \$9,939.28 for construction; and \$302.50 for repairs.

## PUBLIC BUILDING.

At the Session of 1885 the sum of \$5,000.00 was re-voted towards providing a building for the accommodation of the Postal, Customs and other offices. On 10th December, 1885, a site was purchased from His Lordship the Bishop of Nova Scotia, for the sum of \$1,500.00; and at the close of the fiscal year plans for the building were being prepared with a view to calling for tenders. Total expenditure, \$1,500.00.

## QUARANTINE STATION.

With the unexpended balance of appropriation, \$2,527.00, carried forward from 1884-85, the fitting up and furnishing of this building, a full description of which will be found in Annual Report 1882-83, was completed. Expenditure during fiscal year, \$1,550.70. Total expenditure, \$6,453.50.

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TANCOOK ISLAND.

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Great Tancook Island, Lunenburg County, lies at the mouth of Mahone Bay, about 6 miles south of the town of Chester.

At the Session of 1885 the sum of \$1,000.00 was voted for the purpose of repairing the pier at this place, built in 1873, and which had been considerably damaged by storms and sea worms; but up to the close of the fiscal year the work had not been commenced. Total expenditure since Confederation, \$2,000.00.

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### TROUT COVE.

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Trout Cove, Digby County, is situated on the southern shore of the Bay of Fundy, about 16 miles to the westward from Digby Gut.

The pier at this place, built in 1858 by the inhabitants and repaired in 1876 by the Dominion Government, being in a dilapidated condition, the sum of \$1,000.00 was voted at the Session of 1885 for repairs, and that amount has been spent during the fiscal year. One hundred feet of new facing was built; the "break" raised and strengthened, and some ballast placed in the outer end of the work. Total expenditure since Confederation, \$6,748.93.

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### TRURO.

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Truro, the county town of Colchester County, is situated about 2 miles above the head of Cobequid Bay, and is an important point on the Intercolonial Railway.

At the Session of 1885 the further sum of \$9,000.00 was voted towards the completion of the Public Building at this place for the accommodation of the Postal, Customs and other offices, a full description of which will be found in Annual Report for 1883-84, and the unexpended balance of appropriation for 1884-85, \$8,835.07, was carried forward, making the whole amount available \$17,835.07. On the 20th of February, 1886, a contract for fittings was entered into with Messrs. Townsend & McKay, for the sum of \$280.00, and during the year the building has been completed and occupied. Expenditure, \$10,364.39. Total expenditure on this building, \$31,629.17.

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### VICTORIA PIER.

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Victoria Pier, in King's County, is situated on the Bay of Fundy, about 2 miles west of Morden.

The small sum of \$50.00 was spent on repairs to the pier built some years ago by the inhabitants of the locality assisted by the Local Government, and repaired by this Department in 1877-78. Total expenditure since Confederation, \$1,050.00.

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WEST PUBNICO.

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Pubnico is situated on the Atlantic Ocean, at the extreme western end of Yarmouth County, and is about 28 miles from the town of Yarmouth.

The sum of \$1,000.00 was voted at the Session of 1885 towards the construction of a small wharf to accommodate the steamer plying to Yarmouth, the inhabitants agreeing to contribute labour; and during the fiscal year this amount has been expended in connecting a small island, distant from the shore about 300 feet, with it by a stone embankment 25 feet in width. Expenditure, \$1,000.00, which is the only expenditure at this place since Confederation.

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WHITE POINT.

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White Point, on the Atlantic coast of Queen's County, is about 8 miles south-east from the entrance to Liverpool Harbour.

The breakwater which was built some years ago by the Local Government, and extended and repaired by the Dominion Government in 1879 and 1884, being much exposed to the Atlantic storms, and being greatly injured by the ravages of the sea worm, which is very destructive at this point, has been badly damaged. So much so that the outer blocks were carried away and the ballast they contained, as well as a portion of the stone slope, deposited in the area sheltered by the breakwater. During the year the sum of \$470.53 has been expended in removing this ballast and in closing in the damaged end of the work. Total expenditure at this place since Confederation, \$7,468 91.

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WINDSOR.

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Windsor, the shire town of Hants County, is situated on an arm of the Basin of Minas, 45 miles north-west of Halifax.

The further sum of \$14,000.00 was voted at the Session of 1885 towards the completion of the building to accommodate the Postal and other services, a full description of which appeared in Annual Report for 1883-84; and during the fiscal year the building has been fitted up, furnished and occupied. Expenditure, \$8,311.43. Total expenditure, \$28,251.43.



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## YARMOUTH.

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Yarmouth, the shire town of Yarmouth County, is situated on a small bay setting up from the Atlantic, 205 miles south-east of Halifax, and is the terminus of the Western Counties Railway.

### HARBOUR.

At the Session of 1885 the sum of \$1,000.00 was voted towards the improvement of the harbour. During the year a spindle has been erected on Sollow's Rock, which lies near the north side of the channel, about half way up the harbour, and the crib-beacon on Lobster Rock repaired. Expenditure, \$921.48. The dredge "Canada," commenced the work of widening the channel on 22nd June, 1886, and up to the close of the fiscal year had removed 900 cubic yards of blue clay, at a cost of \$228.68. Total expenditure on this harbour since Confederation, \$38,212.47.

### PUBLIC BUILDING.

At the Session of 1885 the further sum of \$10,000.00 was voted towards the completion of the building intended to accommodate the Postal, Customs and other offices, a full description of which will be found in last year's report, and the unexpended balance of appropriation for 1884-85, \$9,887.51, was carried forward. On 9th June, 1886, a contract was entered into with Messrs. A. E. Milliken & Co., for fitting up the Post Office and Savings Bank, for the sum of \$2,300.00. During the fiscal year work on the building progressed steadily, and it is expected that it will be completed and occupied by the various Departments before the close of the calendar year. Expenditure, \$20,913.50. Total expenditure on this building, \$27,025.99.

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## PROVINCE OF PRINCE EDWARD ISLAND.

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### BAY VIEW.

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Bay View Pier is on the eastern side of the mouth of Hope River, which flows into New London Harbour.

This is one of the piers built by the Local Government, and for which the sum of \$1,599.00 was paid out of the appropriation of \$24,240.00 voted at the Session of 1885 to pay the Local Government for its expenditure since Confederation on piers deemed of Federal importance. Since its assumption by the Dominion the sum of \$300.00 has been expended in placing it in a good state of repair.

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BELFAST.

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Belfast, in Lot No. 57, is situated on the south side of Orwell Bay, Queen's County.

The small sum of \$25.00 has been expended on repairs to the pier at this place, which is one of those taken over from the Local Government last year. Expenditure, \$12,362.64 for construction, and \$125.45 for repairs.

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CAMPBELL'S COVE.

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Campbell's Cove, in King's County, is situated on the north side of the island.

The sum of \$65.00 was spent during the year for repairs to the pier at this place. Total expenditure since Confederation, \$13,236.79.

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CAPE TRAVERSE.

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Cape Traverse, in Prince County, is on the Strait of Northumberland, 19 miles from Summerside and 33 from Charlottetown, and is the point whence crossing is made during the winter.

Out of the appropriation \$24,240.00 to recoup the Local Government of Prince Edward Island for expenditure on piers and breakwaters, the sum of \$12,362.64 was paid on account of the pier at this place.

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CASCUMPEC.

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Cascumpec, in Prince County, is on the north side of Foxley River, an arm of Cascumpec Bay, and is about 20 miles south of North Cape.

At the Session of 1885 the sum of \$5,000.00 was voted towards the opening of a channel 100 feet wide and 14 feet deep at low water, through the inner sandstone bar, on which there is now only 10 to 11 feet of water. This commodious harbour is obstructed by two bars, the outer one of sand, the inner of rock. The outer being of sand can be removed by a dredge, but as it would be useless to do this while the inner bar remained work was commenced on that first, and during the fiscal year the blasting of a channel 30 feet wide was begun and was nearly completed. Expenditure, \$3,620.41.

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CHAPEL POINT.

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The pier at Chapel Point is in Lot 55, King's County, and is situated on the southern side of the Grand or Boughton River, 9 miles from Cardigan Station, on the Prince Edward Island Railway.

Out of the appropriation of \$24,240.00 to recoup the Local Government of Prince Edward Island for expenditure on piers and breakwaters, the sum of \$2,281.38 was paid on account of the pier at this place. Since its assumption by the Dominion Government the sum of \$50.00 has been spent on repairs.

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CHARLOTTETOWN.

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Charlottetown, the Capital of the Province, is situated on a neck of land between the North and Hillsborough Rivers, in Queen's County.

## DOMINION BUILDING (NEW).

At the Session of 1885 the sum of \$30,000.00 was voted to continue work on the new Dominion Building mentioned in last year's report as being under contract; at the Session of 1886 a further grant of \$13,000.00 was made, and the unexpended balance of appropriation for 1884-85, \$6,366.28, was carried forward, so that the whole amount available was \$49,366.28. At the close of the fiscal year this building was roofed in and ready for plastering; and plans for a hot water heating apparatus and for the fittings of the various offices were in course of preparation. Expenditure during the fiscal year, \$51,100.05. Total expenditure on this building, \$52,526.63.

## DOMINION BUILDINGS (TEMPORARY).

During the fiscal year the sum of \$4,493.28 has been spent for fitting up, altering and furnishing the various buildings throughout the city used for the temporary accommodation of the Postal, Customs and other offices. Total expenditure on these buildings, including rent, \$11,603.45.

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CLIFTON.

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Clifton Wharf, Queen's County, is on the south side of South-West River, two and a half miles from its entrance into New London or Greville Bay.



Out of the appropriation of \$24,240.00 to recoup the Local Government for expenditure on piers and breakwaters, the sum of \$208.00 was paid on account of this wharf. Since its assumption by the Dominion Government it has received general repairs, at a cost of \$246.36.

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### CRAPAUD (VICTORIA).

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Victoria is a thriving settlement in Queen's County, and is situated at the head of navigation in Crapaud Basin, about midway between Charlottetown and Summerside.

On 17th July, 1885, the dredge "Prince Edward" commenced the work of deepening the channel across the bar and continued until 23rd September, removing 13,812 cubic yard of sand, at a cost of \$7,598.38. Total expenditure since Confederation, \$31,971.08.

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### HARBOURS GENERALLY, P. E. I.

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At the Session of 1885 the usual grant of \$12,000.00 was made for the general maintenance of harbours in the Maritime Provinces, of which the sum of \$1,638.12 was chargeable to Prince Edward Island.

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### HURD'S POINT (BEDÈQUE).

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Hurd's Point, Prince County, is situated on the south side of the Southern Arm of Summerside Harbour, about 13 miles south of Summerside.

The repairs to the pier at this place, mentioned in last year's report as being under contract, were completed on 24th September, 1885. Expenditure, \$3,324.00. The dredge "Prince Edward" worked here from the opening of the fiscal year to 11th July, 1885, removing 1,850 cubic yards of clay, at a cost of \$1,017.73, and completing the channel to the wharf, mentioned in last year's report as being in progress. Total expenditure at this place, \$11,939.18.

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**KIER'S SHORE PIER.**

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Kier's Shore is situated on the eastern side of Richmond or Malpeque Bay, Prince County.

The pier at this place is one of those taken over by the Dominion from the Provincial Government. The entire roadway out to the outer block, which is plank covered, has been renewed with stone and clay, and repairs executed to the planking and fenders. Expenditure, \$492.71. Total expenditure, \$5,584.21.

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**MIMINIGASH.**

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North or Big Miminigash is in Prince County, about 20 miles from West Point and 18 from North Cape.

At the Session of 1885 the sum of \$1,150.00 was voted for the purpose of repairing the north pier which had been undermined for a distance of about 60 feet, and during the fiscal year the outer part of the work was close piled, new face timbers, cross and longitudinal ties inserted, ballast replaced where required, and the work generally put in good condition. Expenditure, \$931.94. Total expenditure at this place since Confederation, \$8,835.76.

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**MONTAGUE.**

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Montague is in King's County, and is about 26 miles east of Charlottetown.

**MONTAGUE WHARF.**

Out of the appropriation of \$24,240.00 to recoup the Local Government for expenditure on piers and breakwaters, the sum of \$1,462.84 was paid on account of this wharf.

**PUBLIC BUILDING.**

At the Session of 1885 the sum of \$4,200.00 was voted towards the construction of a building to accommodate the Postal and other services, on the lot mentioned in last year's report as having been purchased from the Lambert Estate. On 24th September, 1885, a contract was entered into with Mr. L. A. Wilmot for the erection of the building, for the sum of \$4,949.00, and the work was in progress at the close of the fiscal year. The building is of brick, with stone basement, two storeys high; the partitions, roof and floor of wood, except the floor of the basement which is  
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concrete. The basement is for heating apparatus, fuel and storage; the ground floor for the Post Office; the first floor for Customs and the attic for the Caretaker. Expenditure during the year, \$196.33. Total expenditure on this building, \$1,021.83.

#### STEPHEN'S WHARF.

This is one of the three wharves at Montague built by the Local Government and assumed by the Dominion, for which the sum of \$1,234.00 has been paid out of the appropriation of \$24,240.00 to recoup the Local Government for expenditure on account of piers and breakwaters. Since it has been taken over by the Dominion Government the whole of the pile work of the pier head has been renewed, new piles driven, and new caps, floor stringers and flooring laid. General repairs were also made to the approaches and blocks, and new stringers, flooring and caps laid over the openings. Expenditure for repairs, \$1,408.33.

#### STURGEON WHARF.

This is the third of the piers at Montague taken over from the Local Government, and on account of which the sum of \$847.92 was paid out of the appropriation, \$24,240.00, made to recoup the Local Government for expenditure on piers and breakwaters.

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### NEW LONDON.

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New London, or Greville Bay, is in Queen's County, about 10 miles south-east of the entrance into Richmond Bay.

The middle section of the eastern of the two breakwaters which protect this harbour having become damaged, the sum of \$1,500.00 was voted at the Session of 1885 for its repair; and during the year 615 lineal feet of pile, brush and stone breakwater has been rebuilt. Expenditure, \$1,496.73. Total expenditure at this place since Confederation, \$10,338.15.

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### NORTH CARDIGAN.

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North Cardigan is in Lot No. 54, King's County, on the north side of Cardigan River, near its entrance into Cardigan Bay.

The repairs to the pier at this place referred to in last year's report have been completed. Expenditure, \$77.70. Total expenditure since Confederation, \$3,171.28.  
xlvi [1886]



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PORT SELKIRK.

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Port Selkirk Pier is in Lot No. 57, Queen's County, and on the south side of Orwell River, near its entrance into Orwell Bay.

This is one of the piers mentioned in last year's report as having been taken over from the Local Government; and to repair which a vote of \$750.00 was made at the Session of 1886. During the year four guard piles were driven at the south-east corner of the pier. Expenditure, \$25.00. Total expenditure, \$3,580.38.

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RUSTICO.

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Rustico, in Queen's County, is situated on the northern side of the island, about midway between North and East Points.

The outer end of the western breakwater, completed by the Department in 1884, being in danger of becoming undermined, has been strengthened by driving fifty additional piles around the outer end, the outer 80 feet being further protected by a mat of brush and stone. Expenditure, \$417.51. Total expenditure at this place since Confederation, \$18,779.91.

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SOURIS.

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Souris is on Colville Bay, King's County, 16 miles to the eastward of East Point, and is the eastern terminus of the Prince Edward Island Railway.

At the Session of 1885 the sum of \$3,000.00 was voted towards repairing the breakwater at Knight's Point, and a further sum of \$423.00 was granted at the Session of 1886. This breakwater, which is much exposed to storms and weakened by the attacks of the sea worm, has, since its construction in 1876, received serious damage, and with the amount available the weakest portions have been strengthened by close piling, and other repairs made. Expenditure, \$3,432.93. Total expenditure since Confederation, \$108,457.00.

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SUMMERSIDE.

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Summerside, Prince County, is the principal seaport in the western end of Prince Edward Island, and is the objective point for the steamers plying from Shediac, N.B., in connection with the Intercolonial Railway.

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At the Session of 1885 the further sum of \$10,000.00 was voted to continue work on the Public Building intended to accommodate the Postal, Customs and other offices, a full description of which will be found in Annual Report for 1883-84, and the unexpended balance of appropriation for 1884-85, \$6,718.61, was carried forward. On the 5th September, 1885, a contract was entered into with Mr. T. J. Clarke, for fittings, for the sum of \$1,875.00; and on 4th June, 1886, with Mr. Pierce Doyle, for fences, sidewalks, &c., for the sum of \$900.00, which latter work was in progress at the close of the fiscal year. The building has been completed, and it is now occupied by the various Departments. Expenditure during the fiscal year, \$15,344.60. Total expenditure on this building, \$30,968.49

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### TIGNISH.

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Tignish is situated at the mouth of the Big Tignish River, Prince County, about 8 miles east of North Point.

The further sum of \$1,000.00 was voted at the Session of 1885 to carry on the works mentioned in last year's report as being under contract; and with this sum and the unexpended balance of appropriation carried forward from 1884-85, \$3,897.30, the works were completed on 24th August, 1885. Expenditure, \$1,760.01. On the 10th June, 1886, the dredge "Prince Edward," commenced deepening between the piers forming the entrance to the harbour, and up to the close of the fiscal year had removed 1,475 cubic feet of clay and sand, at a cost of \$811.44. Total expenditure at this place since Confederation, \$29,809.20.

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### VERNON RIVER.

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Vernon River Pier is in Lot No. 50, Queen's County, 2 miles above the entrance of the river into Orwell Bay.

The small sum of \$25.50 has been expended for placing guard piles on a portion of the channel face of the pier. Total expenditure, \$1,184.05.

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### WOOD ISLANDS.

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Wood Islands are in Queen's County, on the south coast of the island, about 35 miles south-east from Charlottetown.

Out of the vote of \$24,240.00 to recoup the Local Government for expenditure on piers and breakwaters, the sum of \$4,244.22 was paid on account of a breakwater at this place, on which the sum of \$1,000.00 has been expended since it came into the possession of the Dominion Government in placing the work in fair condition. Total expenditure at Wood Islands since Confederation, \$16,033.58.

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## PROVINCE OF NEW BRUNSWICK.

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### ANDERSON'S HOLLOW (ROCHER BAY),

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In Albert County, on the eastern side of Salisbury Bay, between Cape Enragé and Matthew's Head, on the northern side of the Chignecto Channel, the north-western arm of the Bay of Fundy.

With the unexpended balance of appropriation for 1884-85, \$1,078.51 carried forward, the contract for an extension shorewards 100 feet of the connection with an isolated block 100 by 25 feet, mentioned in last year's report as being in progress, has been completed. Expenditure, \$1,360.00. Total expenditure at this place since Confederation, \$9,063.99.

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### BATHURST.

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Bathurst, the shire town of Gloucester County, is on Bathurst Bay, which opens into the Baie des Chaleurs, and is about 175 miles from St. John.

At the Session of 1885 the further sum of \$12,000.00 was voted to continue work on the building intended to accommodate the Postal and other services, mentioned in last year's report as being under contract, and the unexpended balance of appropriation for 1884-85, \$4,810.75, was carried forward. During the fiscal year work on this building has been steadily carried on, and it is expected that before the close of the next fiscal year it will be completed and occupied. Expenditure, \$11,402.15. Total expenditure on this building, \$13,662.35.

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### BUCTOUCHE.

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Buctouche, in the County of Kent, is situated on the river of the same name, which empties into the Strait of Northumberland, about 25 miles north-west of Shediac.

During the year the sum of \$544.00 was spent in repairing an approach to the wharf built by the Dominion Government last year. Total expenditure, \$4,259.55.



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CAPE TORMENTINE.

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Cape Tormentine, in Westmoreland County, is situated on the Strait of Northumberland, and is the point from which the crossing to Prince Edward Island is generally made during the winter.

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HARBOUR.

At the Session of 1885 the sum of \$150,000.00 was voted for the purpose of constructing harbour works. On the 23th May, 1886, a contract for the construction of a pier was entered into with Messrs. Strachan & Perkins, and at the close of the fiscal year the work had been commenced. Expenditure, \$2,021.92. Total expenditure, \$6,441.55.

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WINTER CROSSING.

The boat houses referred to in last year's report as being erected at Cape Traverse, P. E. I., and Cape Tormentine, N.B., to be used in connection with the winter crossing of the Strait of Northumberland, have been completed. Expenditure during the fiscal year, \$607.23. Total expenditure, \$2,628.25.

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CARLETON.

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Carleton is situated in the County of St. John, on the western side of St. John Harbour and is in the electoral division of the City of St. John.

At the Session of 1885 the sum of \$1,500.00 was voted for the purpose of placing a clock in the tower of the Post Office; but up to the close of the fiscal year the clock had not been placed in position. Expenditure for furniture, fittings, &c., during the year, \$284.60. Total expenditure on this building, \$13,914.19.

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DORCHESTER.

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Dorchester, the shire town of Westmoreland County, is situated on the left bank of the Petitcodiac River, near its entrance into Shepody Bay.

At the Session of 1885 the further sum of \$22,000.00 was voted to continue work on the new cell-wing, mentioned in last year's report as being under contract. On 21st January, 1886, a contract was entered into with Mr. D. A. Duffy for additional stone work to new cell-wing, for the sum of \$2,360.00; and on 15th February, 1886, a contract was entered into with Messrs. Wisdom & Fish for heating apparatus for new cell wing for the sum of \$384.00. At the close of the fiscal

[1886]

year the new cell wing, was roofed in, and it was expected that it would shortly be ready for occupation. A new three-storey warehouse of wood, on stone basement, 60 by 28 feet, has been built, and other work done,—a full description of which will be found in Appendix No. 2, pages 25 and 26. Expenditure during the year, \$22,301.37. Total expenditure on this building, \$435,506.56 for construction ; and \$260.00 for repairs.

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### FREDERICTON.

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Fredericton, the Capital of the Province New Brunswick, is situated in the County of York, on the River St. John, about 60 miles from the City of St. John.

#### MILITARY SCHOOL.

During the fiscal year the sum of \$557.01 was spent for fencing, &c. Total expenditure on this building since Confederation, \$15,295.57.

#### MILITARY BUILDINGS.

The sum of \$142.50 has been spent for repairs during the year.

#### PUBLIC BUILDING.

Some slight repairs were made to the Post Office portion of this building at a cost of \$39.29. Total expenditure \$30,521.57 for construction ; and \$584.18 for repairs.

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### GRANDE ANSE.

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Grande Anse, in Gloucester County, is a small indent on the southern shore of the Baie des Chaleurs, about midway between Bathurst and Shippegan.

At the Session of 1855 the sum of \$2,500.00 was voted for the purpose of repairing the breakwater built at this place by the Department, in 1875 and subsequent years, to afford a shelter to fishing boats, and which had been seriously injured by the gale of 5th November, 1884. Repairs were carried on in the first half of the fiscal year, and the damaged portion was rebuilt with the exception of the "break," the work being considered safe for the winter. On 22nd January, 1886, a strong north-east wind and tidal wave forced the whole body of ice in the bay on to this work, and the entire top of the breakwater, except the L on the western end, was carried away down to low water mark. Expenditure during the fiscal year, \$2,181.49. Total expenditure at this place, \$12,093.21.

[1886]

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HARBOURS GENERALLY, NEW BRUNSWICK.

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At the Session of 1885 the usual grant of \$12,000.00 was made for the maintenance of harbours and rivers in the Maritime Provinces, of which the sum of \$1,638.12 was chargeable to New Brunswick.

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HOPEWELL CAPE.

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Hopewell Cape, in Albert County, is on the western side of the Petitcodiac River, 7 miles below Hillsboro', and 7 miles above Grindstone Island, at the mouth of the river.

With the unexpended balance of appropriation for 1884-85, \$3,688.59, carried forward, the contract for the extension of the ballast wharf at this place, mentioned in last year's report, was completed on 27th August, 1885. Expenditure, \$3,720.00. Total expenditure since Confederation, \$7,243.58.

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MADAWASKA RIVER.

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The Madawaska River flows from Lake Témiscouata and empties into the St. John River at Edmundston, the shire town of Madawaska County.

At the Session of 1885 the sum of \$1,000.00 was voted for the improvement of the tow path along this river, and the unexpended balance of appropriation for 1884-85, \$400.00, was carried forward. During the year many improvements have been made in the tow path, by repairing the bridges, and the removal of hanging trees and bush. Expenditure, \$1,309.29. Total expenditure on this river, \$4,566.14.

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MONCTON.

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Moncton, Westmoreland County, is situated at the head of navigation of the Petitcodiac River, and is 80 miles from St. John by Intercolonial Railway.

At the Session of 1885 the further sum of \$12,000.00 was voted to continue work on the building intended to accommodate the Postal, Customs and other services, referred to in last year's report as being under contract, a full description of which will be found in my Annual Report for 1883-84, and the unexpended balance



of appropriation for 1884-85, \$6,580.78, was carried forward, so that the total amount available was \$18,530.78. On the 28th July, 1885, a contract was entered into with Mr. G. J. O'Doherty for the Post Office fittings, for the sum of \$2,500.00; and on 22nd June, 1886, another contract was entered into with Mr. O'Doherty for stone sidewalk and pavement, for the sum of \$1,131.00. During the fiscal year the building has been completed and occupied. Expenditure, \$17,147.38. Total expenditure on this building, \$43,953.99:

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### NEWCASTLE.

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Newcastle, the shire town of Northumberland County, is situated on the left bank of Miramichi River, about 18 miles from its entrance into Miramichi Bay.

At the Session of 1885 the sum of \$20,000.00 was voted towards the construction of the building to accommodate the Postal, Customs and other offices, mentioned in last year's report as being under contract, and a full description of which will be found in that report. On 4th January, 1886, a contract for heating apparatus was entered into with Mr. C. B. Thompson, for the sum of \$1,495.00; and on the 28th January, 1886, a contract for fittings was entered into with Messrs. McDonald & Treen for the sum of \$1,960.00. At the close of the fiscal year construction was nearly completed and it was expected that the building would be occupied before the end of the calendar year. Expenditure, \$21,532.55. Total expenditure on this building, \$36,547.67.

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### PORTLAND.

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Portland is situated in the County of St. John and adjoins the City of St. John.

During the year, the sum of \$196.35 was spent for repairs to the Public Building at this place. Total expenditure, \$9,527.45.

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### RICHIBUCTO.

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Richibucto, on the Strait of Northumberland, is in the County of Kent, 40 miles north of Shediac Harbour.

At the Session of 1885 the sum of \$1,500.00 was granted for the purpose of replacing a length of 200 feet of the breakwater carried away by the storm of 5th

November, 1884, and during the year the work was commenced, but on 30th October, 1885, a severe storm from the north-east, accompanied by a very high tide, did a considerable amount of damage to the work. Expenditure during the fiscal year, \$1,493.12. Total expenditure at this place since Confederation, \$45,229.89.

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### RIVER RESTIGOUCHE.

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The Restigouche River forms part of the boundary between the Provinces of New Brunswick and Quebec, and empties into the Baie des Chaleurs, above Dalhousie.

At the Session of 1885 the sum of \$1,500.00 was voted towards the improvement of the navigation of the Restigouche and Upsalquich Rivers which are obstructed at several points; and the sum of \$741.41 has been expended in partly improving the navigation of the Restigouche at Chain Rock, Dead Man's Passage and Thorn's Point.

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### RIVER ST. JOHN.

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The St. John River rises in the highlands which separate Maine from Canada, and for part of its course forms the boundary between Canada and the United States.

At the Session of 1885 the sum of \$6,000.00 was voted for the improvement of the river from River des Chutes to Bear Island, of the St. John River between Bear Island and Fredericton, and of the river above the Grand Falls and the Tobique River. The dredge "New Dominion" worked off the railway wharf at Gibson, opposite Fredericton, from the commencement of the fiscal year to 26th September, 1885, removing 25,190 cubic yards of clay and gravel, and completing a channel having a depth of 13 feet at low water and a breadth of 50 feet, at a cost of \$2,849.40. On the 27th May, 1886, this dredge commenced work at Belle Isle Point and up to the close of the fiscal year had removed 15,420 cubic yards of fine sand and clay at a cost of \$1,744.26. Between Fredericton and Bear Island a large number of boulders have been removed out of the steamboat channel. From Bear Island upwards to River des Chutes, some improvements have been made at the Pokiok and Nackawick, and the reef at Medactie Falls has been lowered fully 2 feet. On the Tobique and the main river between the Aroostook and the Grand Falls, improvements have been effected at Nictau Bar, Miller's Bar and other

liv [1886]

places. Above Grand Falls the tow path has been repaired as far as Green River, and between Green River and Edmundston several new bridges have been built, and overhanging trees and bushes have been removed. From Edmundston to Fish River besides repairing the tow path, several bars were removed, and between Fish River and St. Francis blasting was done at Hafford's Rock, and the tow path repaired. Expenditure on these works, \$6,000.00. Total expenditure on this river (including the Tobique) since Confederation, \$86,183.38.

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### RIVER UPSALQUICH.

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The River Upsalquich is a tributary of the Restigouche, which empties into the Bay des Chaleurs above Dalhousie.

Out of the grant of \$1,500.00 made at the Session of 1885 for the improvement of the navigation of these rivers, the sum of \$758.59 has been spent on removing obstructions at Great Falls and Little Falls, on the Upsalquich.

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### ST. JOHN.

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St. John, the commercial metropolis of the Province, is situated at the mouth of the St. John River, and is, as is well known, an important seaport.

#### CUSTOM HOUSE.

At the Session of 1885 the sum of \$2,400.00 was voted for the purpose of fitting up for occupation the upper floor in the south wing and making some necessary repairs to other portions of the building, and during the year plumbing has been done in the north wing and main portion of building, a hoist put in and general repairs made. Expenditure, \$2,347.65 for construction; and \$334.92 for repairs. Total expenditure on the building, \$323,641.64 for construction; and \$3,116.68 for repairs.

#### HARBOUR.

At the Session of 1885 the further sum of \$25,000.00 was voted towards continuing the work of reconstructing Negro Point Breakwater, referred to in previous reports, and the unexpended balance of appropriation for 1884-85, \$21,976.55, and the balance of contractors' security forfeited, \$3,068.03, were carried forward, so that the whole amount available was \$50,044.58. The original contractors for the work, Messrs. Steeves, Duffy & Steeves, having failed to complete their contract, the security deposited by them, \$4,200 00, was forfeited and new tenders for the

[1886] lv



completion of the work invited. On the 12th August, 1885, a contract for the completion of the breakwater for the sum of \$60,000.00 was entered into with Messrs. Rhodes, Currie & Co., and during the year work has been carried on. Expenditure \$17,003.29. At the beginning of the fiscal year the dredge "St. Lawrence" was operating on the Navy Island Bar and worked until 4th August, 1885, and again from 20th to 28th October, removing altogether 8,932 cubic yards of clay and gravel, and giving 15 feet at low water. Expenditure, \$3,261.67. On 7th September the dredge commenced work off Adams' Wharf and continued until 19th October, removing 7,513 cubic yards of gravel and clay, at a cost of \$2,743.54. Much difficulty was experienced in prosecuting this work, owing to the presence of a large quantity of old logs and timber. The sum of \$1,295.18 was also paid on account of dredging at Murray's Mills, referred to in last year's report. Total expenditure since Confederation, \$365,379.91 on breakwater; and \$56,962.14 on dredging.

#### MARINE HOSPITAL.

With the unexpended balance of appropriation for 1884-85 carried forward, the works referred to in last year's report have been completed and the building occupied. Expenditure, \$1,989.73. Total expenditure on this building, \$49,080.34.

#### PENITENTIARY.

The small sum of \$7.50 was spent for repairs. Total expenditure since Confederation \$3,775.09 for repairs.

#### POST OFFICE.

At the Session of 1885 the sum of \$300.00 was voted for the purpose of placing a ventilating shaft in this building, and during the year the improvement has been carried out, and some necessary repairs made. Expenditure, \$315.90 for construction; and \$213.61 for repairs. Total expenditure on this building, \$174,824.68 for construction; and \$2,989.06 for repairs.

#### SAVINGS BANK.

During the year some small repairs have been made at a cost of \$55.46. Total expenditure on this building, \$45,022.03 for construction; and \$1,365.35 for repairs.

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#### ST. STEPHEN.

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St. Stephen, in Charlotte County, is situated at the head of navigation of the Ste. Croix River, which forms part of the boundary between New Brunswick and the United States.

At the Session of 1885 the sum of \$7,500 was voted to continue work on the Public Building intended to accommodate the Customs, Postal and other services,  
[1886]

a full description of which will be found in last year's report, and the unexpended balance of appropriation for 1884-85, \$6,794.52, was carried forward. During the fiscal year work was steadily prosecuted, and at its close it was expected that the building would be completed and occupied during the autumn. Expenditure during the fiscal year, \$15,300.14. Total expenditure on this building, \$18,625.08.

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### SUSSEX.

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During the year the sum of \$30.34 has been spent on repairs to the Public Building at this place. Total expenditure, \$23,325.26 for construction; and \$91.34 for repairs.

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### WOODSTOCK.

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Woodstock is the shire town of the County of Carleton, and is situated on the left bank of the St. John River, 63 miles from Fredericton by New Brunswick Railway.

With the unexpended balance of appropriation for 1884-85 carried forward, \$2,994.37, the building for the accommodation of the Postal and other services, which is fully described in my report for 1882-83 has been completed and occupied. Expenditure, \$2,381.74. Total expenditure on this building, \$31,476.91 for construction; and \$216.42 for repairs. At the Session of 1886 the sum of \$3,000.00 was voted for grading and fencing, and at the close of the fiscal year plans were being prepared with a view to calling for tenders for this work.

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### PROVINCE OF QUEBEC.

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#### ANSE A L'EAU.

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Anse à l'Eau is situated on the north-east side of the Saguenay River, in the County of Chicoutimi, about 2 miles above Tadoussac.

During the fiscal year the sum of \$739.93 was spent on repairs to the pier built a few years ago to accommodate the steamers plying between Quebec and Chicoutimi. Total expenditure on this pier, \$1,011.19.

[1886]

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ANSE DU PORTAGE.

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Anse du Portage, in the Electoral District of Chicoutimi and Saguenay, is situated at the mouth of the Saguenay River, opposite Tadoussac.

During the storm of the 7th November, 1884, the landing slip built to facilitate the transportation of the mails across the Saguenay, received damage, and during the fiscal year it has been repaired, at a cost of \$614.45. Total expenditure since Confederation, \$1,979.87.

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ANSE ST. JEAN.

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Anse St. Jean, in the County of Chicoutimi, is on the south-west shore of the River Saguenay, about 25 miles from its mouth.

During the year the small sum of \$18.00 has been expended on repairs to the pier at this place. Total expenditure, \$6,793.00.

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BAGOTVILLE (ST. ALPHONSE).

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St. Alphonse de Bagotville is in the County of Chicoutimi, at the head of Ha! Ha! Bay, River Saguenay.

During the year the head or outer end of the pier at this place was sheathed to protect it from ice, a shed for the accommodation of passengers and freight was completed, a portion of the flooring renewed and needed repairs made. Expenditure, \$1,001.68. Total expenditure at this place since Confederation, \$22,762.29.

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BAIE ST. PAUL.

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Baie St. Paul, in the County of Charlevoix, is on the north shore of the St. Lawrence, 60 miles below Quebec.

During the autumn of 1885 some repairs were made to the isolated block, built in 1874-76, which had been damaged by the ice. Expenditure, \$188.75. Slight repairs were also made to the pier at Cap aux Corbeaux, built in 1882-84, at a cost of \$82.16. Total expenditure at this place since Confederation, \$61,825.65, of which \$36,015.87 was for pier at Cap aux Corbeaux, and \$25,809.78 was for the isolated block.



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BARACHOIS DE LA MALBAIE.

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Barachois de la Malbaie is in the County of Gaspé, on the north shore of the Baie des Chaleurs, about midway between Percé and Point St. Peter.

At the Session of 1885 the sum of \$1,000.00 was voted for the improvement of the entrance to the river at this place and the Newport River, and the unexpended balance of appropriation for 1884-85, \$390.69, was carried forward. During the fiscal year the work of removing the obstructions which render the navigation of the channel unsafe, and which was referred to in my report for 1883-84, was resumed, and the hull of a wrecked schooner removed, together with many boulders and much solid rock. Expenditure, \$557.94. Total expenditure at this place since Confederation, \$1,543.98.

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BERTHIER (*EN BAS*).

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Berthier (*en bas*), in the County of Bellechasse, is situated on the south shore of the St. Lawrence,  $24\frac{1}{2}$  miles below Quebec.

With the unexpended balance of appropriation, \$507.10, carried forward from 1884-85, the work referred to in last year's report has been completed. At the Session of 1886 the sum of \$500.00 was voted to pay the contractor for extra work, but the payment was not made until after the close of the fiscal year. Expenditure, \$308.56. Total expenditure since Confederation, \$30,348.54.

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BIC,

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In the County of Rimouski, on the south shore of the St. Lawrence, about 170 miles below Quebec.

At the Session of 1885 the sum of \$5,000.00 was voted towards continuing the construction of the pier at this place mentioned in last year's report as being in progress; and during the fiscal year the work has been completed, with the exception of a portion of the flooring. Expenditure, \$5,048.99. Total expenditure at this place since Confederation, \$15,164.07.

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CHAMBLY.

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During the year the sum of \$69.90 was expended on repairs to the canal office.

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CHATEAU RICHER.

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Chateau Richer is in the County of Montmorency, on the north shore of the St. Lawrence, 15 miles below Quebec.

At the Session of 1885 the sum of \$2,000.00 was voted to continue the removal of boulders, referred to in last year's report, and during the year a further portion of the beach between high and low water has been cleared of boulders. It may be stated that on the portion of the beach which was cleared in 1884 a new crop of stone was found in 1885, which was, no doubt, due to the scouring away of the unprotected surface by the action of the ice, tides, &c. Expenditure, \$2,039.36. Total expenditure at this place since Confederation, \$4,991.13.

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CHICOUTIMI.

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Chicoutimi, in the County of the same name, is situated on the south side of the Saguenay River, at the head of navigation, and 71½ miles from Tadoussac.

## MARINE HOSPITAL.

With the unexpended balance of appropriation carried forward from 1884-85, two one-storey wooden buildings for fuel shed and ice house have been built, a hoist for fuel put in, the road leading to the hospital fenced, and other work done. Expenditure during the fiscal year, \$1,729.23. Total expenditure on this building, \$18,633.18.

## PIER.

The damage done to the flooring of the pier during the high tide of November, 1884, was made good at a cost of \$137.80. Total expenditure on this pier since Confederation, \$21,493 84.

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CÔTEAU LANDING.

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Coteau Landing, in the County of Soulanges, is situated at the foot of Lake St. Francis, on its northern shore, and is 37 miles from Montreal.

The wharf at this place which had been much injured by ice in the spring, was put in good repair, at a cost of \$1,544.42. Total expenditure on this pier, \$13,006.30.

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ETANG DU NORD.

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Etang du Nord, in the County of Gaspé, is situated at the western end of Grindstone Island, one of the Magdalen Group, Gulf of St. Lawrence.

At the Session of 1885 the sum of \$7,000.00 was voted to continue work on the breakwater, mentioned in last year's report as having been commenced at Isle aux Goélans. Up to the close of the fiscal year a length of 215 feet of the breakwater had been completed, and stone and timber for a further length of 100 feet had been procured and delivered at the site of the work. Expenditure, \$3,600.29. Total expenditure, \$44,578.70.

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GATINEAU POINT.

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Gatineau Point, in the County of Ottawa, is situated at the confluence of the Gatineau and Ottawa Rivers, about 2 miles below the City of Ottawa.

At the Session of 1885 the sum of \$4,000.00 was voted for the purpose of building a wharf to accommodate the ferry boat plying to New Edinburgh, on the south shore of the Ottawa, and during the year a wharf 107 feet in length, 20 feet wide, with two approaches 70 feet long, has been built; also a retaining wall 230 feet long running north-westerly from the north approach. The space enclosed by the wharf and approaches was filled in with brush and earth. The wharf has a depth of 8 feet at its face at the lowest stage of water. Expenditure, \$3,850.84, which is the only expenditure at this place.

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GROSSE ISLE,

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An island in the St. Lawrence River, about 33 miles below Quebec, in the County of Montmagny.

At the Session of 1885 the sum of \$10,000.00 was voted for the purpose of building two cholera sheds and repairing quarantine buildings generally, and the unexpended balance of appropriation for 1884-85, \$1,361.45, was carried forward. On 1st July and 14th September, 1885, contracts were entered into with Mr. George Beaucage for general repairs to the buildings, for the sum of \$10,701.00. During the fiscal year a residence for the Protestant Chaplain has been built and general repairs made to a large number of buildings, including the hospital sheds, boatmen's houses, &c. Expenditure, \$11,655.05. Total expenditure since Confederation, \$70,226.81.



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HARBOURS AND RIVERS GENERALLY, QUEBEC.

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At the Session of 1885 the sum of \$10,000.00 was voted for repairs, &c., to harbours and rivers generally in the Province of Quebec, and the unexpended balance of appropriation for 1884-85, \$2,156.10, was carried forward. During the fiscal year the expenditure has been \$6,311.56.

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HULL.

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The City of Hull is in the County of Ottawa, on the north shore of the Ottawa River, and connected with the City of Ottawa by the Union Suspension Bridge.

## POST OFFICE (OLD).

At the Session of 1885 the sum of \$2,000.00 was voted for the purpose of putting a clock tower on this building and the unexpended balance of appropriation for 1884-85, \$1,850.00, was carried forward. On 31st August, 1885, a contract was entered into with Mr. John Stewart for the erection of the tower, for the sum of \$1,075; and early in May, 1886, the work was completed. On the night of the 8th May, 1886, this building was entirely destroyed by fire. Expenditure during the fiscal year, \$2,829.20. Total expenditure on this building, \$30,280.85.

## POST OFFICE (NEW).

Immediately after the burning of the old Post Office, the work of removing the débris was commenced, and preparation made for rebuilding on the same site; and, Parliament having made a grant for the purpose, a contract has been let since the close of the fiscal year. Expenditure, \$760.43.

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ILE AUX COUDRES.

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Ile aux Coudres, in the County of Charlevoix, is an island on the north-west side of the St. Lawrence River, about 12 miles from Baie St. Paul.

During the year the sum of \$130.73 has been spent on repairs to the pier at this place to make good damage done by the ice. Total expenditure since Confederation, \$5,266.51.

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LANORAIE.

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Lanoraie is in the County of Berthier, on the north shore of the St. Lawrence, about 46 miles north-east of Montreal.

At the Session of 1885 the sum of \$3,500.00 was granted for the purpose of connecting with the shore the isolated block mentioned in last year's report as having been built at this place. On the 19th April, 1886, a contract was entered into with J. P. Dusablon, for the sum of \$4,500.00, and the work was in progress at the close of the fiscal year. Expenditure, \$159.60. Total expenditure on this pier, \$5,181.61.

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LES ECUREUILS.

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Les Ecureuils, in the County of Portneuf, is situated on the north shore of the River St. Lawrence, 25 miles above Quebec.

During the year the sum of \$200.00 was spent on repairs to the pier built at this place in 1881, and which was damaged by the storm of November, 1884. Total expenditure at this place, \$2,205.58.

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L'ISLET.

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L'Islet, in the County of the same name, is on the south shore of the St. Lawrence, 63 miles below Quebec, by Intercolonial Railway.

The sum of \$298.81 was expended during the year on repairs to the pier at this place, which was built prior to Confederation, at a cost of \$113,343.27. Total expenditure since Confederation, \$26,343.53.

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MALBAIE.

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Malbaie, or Murray Bay, in the County of Charlevoix, is on the north shore of the St. Lawrence, 84 miles below Quebec.

The repairs to the pier at this place, mentioned in last year's report as being in progress, have been completed. Expenditure, \$937.82. Total expenditure since Confederation, \$20,579.60.

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MATANE.

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Matane is situated on the south shore of the St. Lawrence, about 240 miles below Quebec, in the County of Rimouski.

At the Session of 1885 the sum of \$1,500.00 was voted to continue the break-water on the eastern side of the harbour, and during the year an extension 60 feet in length was built. Expenditure, \$1,499.75. Total expenditure since Confederation, \$22,670.70.

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MONTREAL.

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Montreal, the largest city in Canada, is situated at the head of ocean navigation of the St. Lawrence, and is the principal port of imports and exports in the Dominion.

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ARMOURIES.

At the Session of 1885 the sum of \$45,000.00 was voted towards the erection of two armouries adjoining the Drill Hall, on the foundations mentioned in last year's report as having been put in, and the unexpended balance of appropriation for 1884-85, \$1,490.00, was carried forward. On 22nd September, 1885, a contract for the walls was entered into with Messrs. Shirley, Brennan & Starrs, for the sum of \$45,617.00; and, on 1st December, 1885, a contract was entered into with Messrs. Rousseau & Mather for iron floor girders and roof trusses, for the sum of \$22,475.00. Work on these building has been steadily prosecuted and they were nearing completion at the close of the fiscal year. The armouries are on each side of the Drill Hall extending from Craig to Vitré Streets and fronting on St. Constant and German Streets respectively. They are two storeys in height, with stone walls and brick partitions. The floors are formed of iron joisting, with brick arches between, covered with wood; and the roof of iron principals with wood covering. A full description of the buildings will be found in Appendix No. 2, page 27. Expenditure during the year, \$46,260.05. Total expenditure on these armouries, \$57,760.05.

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CUSTOM HOUSE.

During the fiscal year a new boiler has been put in and alteration made in the heating arrangements. A new sidewalk has been laid and general repairing and cleaning done. Expenditure, \$5,704.10. Total expenditure on this building, \$231,007.50 for construction; and \$52,975.03 for repairs.



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DRILL HALL.

At the Session of 1885 the sum of \$9,000.00 was voted towards the completion of this building; at the Session of 1886 the further grant of \$20,000.00 was made, and the unexpended balance of appropriation for 1884-85, \$2,515.07, was carried forward, so that the whole amount available was \$31,515.07. Early in the fiscal year the building was completed and occupied. Expenditure during fiscal year, \$29,235.01. Total expenditure, \$110,001.14.

## EXAMINING WAREHOUSE.

At the Session of 1885 the sum of \$14,000.00 was voted for the completion of the work of replacing the wooden joists with iron ones, referred to in previous reports; and the work was finished early in the fiscal year. Expenditure, \$14,178.69. Total expenditure on this building, \$337,411.09 for construction; and \$17,593.68 for repairs.

## INLAND REVENUE BUILDING.

During the year some small repairs have been effected at a cost of \$26.98. Total expenditure on this building, \$49,603.87 for construction; and \$9,046.01 for repairs.

## POST OFFICE.

As intimated in last year's report the manner of lighting this building has been changed and the Edison incandescent system of electric lighting adopted, by which a saving of about \$1,000.00 per annum will be effected. As there was no room in the building for dynamo machines a contract was extended into on 23rd October, 1885, with the "Gazette" Printing Company to furnish electric current for 150 lamps for \$2,750.00 per annum. Expenditure during the year, \$926.50 for repairs. Total expenditure on this building, \$523,047.89 for construction; and \$9,679.34 for repairs.

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NEW CARLISLE.

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New Carlisle, the *chef-lieu* of Bonaventure County, is on the north shore of the Baie des Chaleurs, 65 miles below Campbellton, N. B.

At the Session of 1885 the sum of \$5,500.00 was voted for the purpose of extending the pier at this place, and work was actively prosecuted during the season of 1885, and up to the close of the fiscal year, but is not yet completed. Expenditure, \$5,499.58. Total expenditure at this place since Confederation, \$33,117.99.

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NEWPORT RIVER.

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The Newport River is in the County of Gaspé, and empties into the Baie des Chaleurs on its northern shore.

At the Session of 1885 the sum of \$1,000.00 was voted towards improving the entrance to Barachois de la Malbaie and the mouth of the Newport River, and the unexpended balance of appropriation for 1884-85, \$390.07, was carried forward. During the year the sum of \$60.00 was spent in connection with a contract which has been entered into for the supply and delivery of timber for proposed works at the mouth of Newport River. Total expenditure at this place, \$677.01.

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PERCÉ.

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Percé, in the County of Gaspé, is situated on the north shore of, and at the entrance to, the Baie des Chaleurs.

At the Session of 1885 the sum of \$3,000.00 was voted towards the construction of a wharf 200 feet long, and having a depth of 12 feet at low water, for the accommodation of the steamers calling at this port. Owing to the failure of the contractor to supply the timber for the proposed wharf at this place, nothing could be done towards its construction. The timber was taken possession of on behalf of the Department and arrangement made for its care. On 17th November, 1885, a contract for the balance of the timber required was entered into with Messrs. Valpey & LeBas, for the sum of \$2,083.90, and at the close of the fiscal year part of it had been delivered. Expenditure, \$1,716.72. Total expenditure at this place, \$3,791.15.

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QUEBEC.

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Quebec, the Capital of the Province of the same name, is situated on the north shore of the St. Lawrence River, at its confluence with the River St. Charles, 160 miles below Montreal.

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CITADEL BUILDINGS.

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During the year the sum for \$1,801.77 was paid for cleaning, painting, &c. Total expenditure since Confederation, \$6,428.00 for construction ; and \$72,041.72 for repairs.

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CLERK OF WORKS' OFFICE.

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The small sum of \$26.00 was spent for repairs during the year.

## CULLERS' OFFICE.

On the 28th January, 1886, a contrat was entered into with Messrs. Z. Vandry & Son for a heating apparatus for this building, for the sum of \$1,300.00, and at the close of the fiscal year the work was about half done. Expenditure, \$685.00. Total expenditure since Confederation, \$4,001.56 for repairs.

## CUSTOM HOUSE.

At the Session of 1885 the sum \$9,500.00 was voted for the purpose of putting a new heating apparatus in this building to replace the old low pressure steam apparatus, which had become inefficient. On the 2nd November, 1885, a contrat was entered into with Mr. A. Mulholland, for the sum of \$4,200.00, and at the close of the fiscal year the work was in progress. Expenditure during fiscal year, \$5,103.38. Total expenditure on this building, \$308,317.12 for construction; and \$21,659.80 for repairs.

## CUSTOM HOUSE WHARVES.

The steps in front of the wharf being in a bad state were repaired at cost of \$272.48.

## DRILL HALL.

At the Session of 1885 the sum of \$15,000.00 was voted towards the completion of this building, a full description of which will be found in my report for 1883-84, and the unexpended balance, \$24,441.80, of the amounts granted by the Local Government and the Corporation of the City of Quebec, was carried forward, so that the total amount available was \$39,441.80. The roofing in of the building has been completed, and at the close of the fiscal year the levelling of the avenue from the Grande Allée to the building was being proceeded with. Expenditure during the year, \$35,527.40. Total expenditure on this building, \$63,681.97.

## EXAMINING WAREHOUSE.

At the Session of 1885 the further sum of \$16,000 00 was granted towards the completion of this building, which is fully described in my report for 1882-83, and the unexpended balance of appropriation for 1884-85, \$2,121.35, was carried forward. On 29th August, 1885, a contract for additional works was entered into with Mr. George Beaucage, for the sum of \$1,478.25; and on 9th October, 1885, a contract for heating apparatus was entered into with Mr. James Maguire, for the sum of \$965.00, and at the close of the fiscal year these works were in progress. Expenditure, \$12,089.32. Total expenditure on this building, \$63,787.10.

## GAS INSPECTOR'S OFFICE.

During the year the sum of \$145.00 has been expended for repairs. Total expenditure on this building, \$1,442.97.

[1886]



## IMMIGRANT BUILDING.

At the Session of 1885 the sum of \$7,000.00 was voted for the purpose of providing a new immigrant building on the breakwater opposite the Louise Embankment. On 6th February, 1886, a contract was entered into with Mr. Charles Jobin, for the sum of \$6,365.00, but this contract was subsequently cancelled and the following contracts entered into: 26th March, S. Peters, lumber, \$4,000.00; 3rd April, P. Mahon, plastering and building chimneys, \$635.90; 3rd April, N. Auclair, painting, \$1,198.00; 5th April, Z. Vandry & Son, plumbing and roofing, \$1,325.00. The building is of wood, 400 feet long and 22 feet wide with a veranda 10 feet wide on each side running the entire length of the building. The Caretaker's kitchen and pantry, 22 feet by 20 feet, with a dormitory over it, occupies one end, and 80 feet in length of the other end is taken up by offices and halls. The remainder of the building is a waiting room, and a baggage shed extends up into the roof. Expenditure, \$8,190.31.

## MARINE HOSPITAL.

During January, 1886, the chimneys in the east wing fell and broke through the roof, and in February a fire occurred in the ventilating shaft which burnt from the first floor upwards and through the roof, doing considerable damage. The chimneys have been rebuilt and strongly stayed. On 5th February, 1886, a contract for repairs was entered into with Mr. A. Lortie, for the sum of \$1,670.00, and the works were in progress at the close of the fiscal year. Expenditure, \$529.62 for construction; and \$1,853.15 for repairs. Total expenditure on this building, \$168,931.27 for construction; and \$14,435.95 for repairs.

## MARINE HOSPITAL WHARVES.

At the Session of 1885 the further sum of \$4,000.00 was voted to continue the repairs to this wharf mentioned in last year's report as being in progress and during the year they have been completed. A landing has been built at the northern end of the wharf extending to the channel of the St. Charles River, for the purpose of landing from boats sick or disabled seamen. Expenditure during the fiscal year, \$4,822.90. Total expenditure since Confederation, \$11,811.53.

## OBSERVATORY.

On the 1st March, 1886, a contract was entered into with Mr. E. Poitras for necessary alterations and repairs to this building, for the sum of \$400.00, and during the year the works have been carried out. Expenditure, \$400.00. Total expenditure on this building since Confederation, \$9,167.76 for construction; and \$1,042.79 for repairs.

## POST OFFICE.

Early in November, 1885, the Post Office Inspector's room and the floor and ceiling of the first floor were badly damaged by fire, and the ground floor ceilings

were injured by water. The portions destroyed were renewed, and the painting, coloring, papering and furnishing made good. Expenditure, \$229.31 for construction; and \$4,856.90 for repairs. Total expenditure on this building since Confederation, \$95,648.24 for construction; and \$19,184.78 for repairs.

#### QUEEN'S WHARF BUILDINGS.

Out of the unexpended appropriation of \$600.00 for 1884-85, carried forward, the sum of \$469.18 was spent for general repairs.

#### WEIGHTS AND MEASURES OFFICE.

During the year the sum of \$1,050.21 was spent for furniture and repairs. Total expenditure, \$1,418.51.

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#### RIVER A LA GRAISSE (RIGAUD.)

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This river flows through the County of Vaudreuil, emptying into the Ottawa on its southern shore, about 45 miles above Montreal. The town of Rigaud is situated about 3 miles up the river.

The deepening of the channel referred to in last year's report was continued by the dredge "Queen of Canada" which worked from the commencement of the fiscal year to 6th August, 1885, removing 4,095 cubic yards of clay, mud and boulders. On the 17th May, 1886, the dredge resumed work, and was at the close of the fiscal year still engaged in making a channel to a depth of 6 feet at low water, and had removed a further quantity of 8,748 cubic yards of clay. Expenditure during the fiscal year, \$2,267.81. Total expenditure at this place since Confederation, \$12,921.63.

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#### RIVER BLANCHE.

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The River Blanche flows through the County of Rimouski, and empties into the St. Lawrence on its southern shore, 9 miles above Matane, and about 25 miles east of Métis.

The small sum of \$15.00 was spent on trifling repairs to the pier at this place. Total expenditure since Confederation, \$12,681.06.

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#### RIVER DU LIÈVRE.

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The River du Lièvre, in the County of Ottawa, empties into the Ottawa River on its north shore, about 18 miles below the City of Ottawa.

At the Session of 1885 the further sum of \$10,000.00 was voted towards continuing the works for improving the navigation of this river mentioned in last year's report as being in progress, and the unexpended balance of appropriation for 1884-85, \$5,783.99, was carried forward. A dam 325 feet long, 22 feet wide at the bottom and 16 feet wide at low water mark, has been built at the Babiche Rapids, 65 miles above Buckingham, to obliterate and make navigable a succession of rapids over a distance of 15 miles up to the Wabessee Rapids. Expenditure during the fiscal year, \$12,016.78. Total expenditure on this river since Confederation, \$20,040.88.

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#### RIVER DU LOUP (*En Bas*).

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The River du Loup flows thorough the County of Témiscouata, and empties into the south side of the St. Lawrence, about 114 miles below Quebec.

At the Session of 1886 the sum of \$2,400.00 was voted for the purpose of repairing this pier, which it was mentioned in last year's report had been badly damaged by ice in the spring of 1885; and during the fiscal year the repairs have been made at a cost of \$9,222.73. Total expenditure on this pier since Confederation, \$50,526.51.

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#### RIVER NICOLET.

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The River Nicolet, in the county of the same name, flows into the St. Lawrence on its southern shore, at the foot of Lake St. Peter.

At the Sessions of 1885 and 1886 the sum of \$14,000.00 was voted to pay balance due the contractor for the works at this place, mentioned in last year's report, and during the fiscal year the sum of \$10,855.54 has been expended. Total expenditure at this place since Confederation, \$70,036.22.

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#### RIVER NOIRE DE GRANTHAM.

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The River Noire is a tributary of the River Nicolet, and flows through the County of Arthabaska.

The sum of \$423.35 was spent during the low stage of the water in this river, in 1885, in widening the channels which had been opened through shoals at various points, to facilitate the descent of timber. Total expenditure since Confederation, \$1,423.27.



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RIVER OTTAWA.

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The River Ottawa flows from Lake Temiscamingue and falls into the St. Lawrence at St. Anne de Bellevue, forming for a great part of its length the boundary between Ontario and Quebec.

## BRISTOL AND CLARENDON.

With the unexpended balance of appropriation for 1884-85, carried forward, further work has been done in deepening the channel between Bristol and Clarendon, Pontiac County, mentioned in last year's report as being in progress. Expenditure, \$292.10. The sum of \$709.95 was also spent on dredging near Portage du Fort. Total expenditure since Confederation, \$8,762.33.

## LAKE TEMISCAMINGUE.

The sum of \$149.45 was spent in connection with the survey made of this lake. Total expenditure, \$6,974.61.

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RIVER OUELLE.

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The River Ouelle flows through the County of Kamouraska and empties into the St. Lawrence on its southern shore, 75 miles below Quebec.

The further sum of \$3,500.00 was granted at the Session of 1885 to continue the work of repairing the pier at Pointe aux Originaux, and during the year a portion of the outer end of the wharf has been sheathed with hardwood to protect it from the action of the ice. Expenditure, \$3,499.88. Total expenditure since Confederation on this pier, \$25,094.84.

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RIVER RICHELIEU.

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The River Richelieu flows from Lake Champlain to the St. Lawrence, about 80 miles, and passes through the Counties of St. John, Iberville, Chambly, Verchères, St. Hyacinthe and Richelieu.

On the 21st August, 1885, the dredge "Nipissing" commenced work near the railway bridge at Belœil and worked there until 14th September when she was removed to St. Hilaire wharf and remained there until the 22nd when she was taken back to Belœil and again set to work to remove obstructions which impeded navigation below the railway bridge. Total quantity removed, 3,990 cubic yards  
[1886] lxxi

of hard pan, sand, clay, stone and boulders. Afterwards she was taken to St. Antoine and worked until 3rd November making a cut through the shoals, to a depth of 9 feet at low water, removing 9,600 cubic yards of clay and boulders. Expenditure, \$2,491.88. Total expenditure on this river since Confederation, \$52,705.14.

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### RIVER RIMOUSKI.

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The River Rimouski, in the County of the same name, empties into the St. Lawrence on its southern side, about 180 miles below Quebec.

During the summer of 1885 a number of boulders obstructing the channel at the mouth of this river, one of which was estimated to weigh 30 tons, were removed and dropped along the foot of the embankment of the Intercolonial Railway. Expenditure \$1,231.00. Total expenditure since Confederation, \$7,894.59.

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### RIVER SAGUENAY.

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The River Saguenay rises in Lake St. John and flows through the Counties of Chicoutimi and Saguenay, emptying into the St. Lawrence at Tadoussac.

#### CHANNEL BELOW CHICOUTIMI.

No vote having been made for the continuance of this work it was suspended during the fiscal year, but the plant used in former years was painted and put in good repair. Expenditure during the fiscal year, \$1,064.57. Total expenditure on this work, \$31,192.51.

#### LA GRANDE DÉCHARGE.

Only a small amount of work was done during the year towards widening this outlet, the largest of the two outlets by which Lake St. John empties into the Saguenay River, with a view to increasing the off-take capacity of the channel and thus permit a quicker subsidence of the waters of the lake at the time of freshets. Expenditure, \$845.89. Total expenditure on this work, \$14,637.88.

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### RIVER SALMON.

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The Salmon River is a tributary of the Ottawa into the northern side of which it flows near Montebello, in the County of Ottawa.

From the 29th October to 11th November, 1885, the dredge "Queen of Canada" worked in cutting a channel to a depth of 7 feet, through a gravel bar at the mouth of the river, at a cost of \$410.34. Total expenditure since Confederation, \$1,156.52.

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#### RIVER STE. ANNE DE BEAUPRÉ.

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This river flows through the County of Montmorency, and empties into the St. Lawrence on its north shore, about 22 miles below Quebec.

The sum of \$2,000.00 was voted at the Session of 1885 to continue the works mentioned in last year's report as being in progress to facilitate the descent of timber, and during the year the works have been carried out. Expenditure, \$2,185.87. Total expenditure since Confederation, \$3,912.86.

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#### RIVER ST. FRANCIS.

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The River St. Francis rises in the County of Wolfe, and after a course of about 100 miles, empties into Lake St. Peter, on its southern shore.

The dredge "Nipissing" was at work at this place at the opening of the fiscal year and continued until 20th August, 1885, deepening the channel at the mouth to 7 feet at low summer level of the St. Lawrence, and removing 16,820 cubic yards of sand, at a cost of \$1,694.10. Total expenditure since Confederation, \$27,438.26.

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#### RIVER ST. LAWRENCE.

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At the Session of 1885 the sum of \$5,000.00 was voted for the purpose of continuing the work of removing chains, anchors, &c., in the harbour of Quebec, and at the Session of 1886 the further grant of \$500.00 was made. During the summer of 1885 the lifting barge was employed removing boulders off Point St. Laurent, Island of Orleans, and the Fly Bank above the City of Quebec. Expenditure, \$5,986.11. Total expenditure on this work, \$121,378.61, including cost of lifting barge (\$35,000.00).



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RIVER ST. LOUIS.

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The River St. Louis flows eastwardly through the County of Beauharnois, and empties into the St. Lawrence at the Town of Beauharnois.

At the Session of 1885 the sum of \$5,000.00 was granted to continue the work of deepening the feeder of this river from Lake St. Francis, and during the year a further portion of the work has been done. Expenditure, \$4,191.76. Total expenditure, \$18,517.70.

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RIVER ST. MAURICE.

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The River St. Maurice rises near the height of land dividing Quebec from the North-West Territories, and after a course of about 450 miles through the Counties of Champlain and St. Maurice, falls into the St. Lawrence at Three Rivers.

During the summer of 1885 a channel 850 feet in length, and about 30 feet in width, was opened through the shoal in the western mouth of this river so as to give a depth of 7 feet at extreme low water. Expenditure, \$1,591.12.

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RIVER YAMASKA.

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The River Yamaska is in the county of the same name, and empties into the St. Lawrence on its southern shore, at the head of Lake St. Peter.

At the Session of 1835 the sum of \$10,500.00 was voted for the purpose of continuing the works mentioned in last year's report as being in progress, and at the Session of 1886 a further grant of \$18,000.00 was made. On the 24th January, 1885, the island known as Isle à Cardin, lying  $1\frac{3}{4}$  miles from the village of St. Michel de Yamaska, and needed in connection with the works, was conveyed to the Crown by E. H. Henshaw, for the sum of \$88.00. During the fiscal year the lock gates, which were built during the winter of 1884 were placed in position, and on 2nd September, 1885, the lock was in working order. A channel has been dredged through the shoal at the mouth of the river and at other points, and there is now a depth of  $5\frac{1}{2}$  feet at lowest water up to the dam. Repairs were made to the existing structures where required, and a small building erected for the lockmen. Expenditure during the fiscal year, \$17,463.70. Total expenditure at this place since Confederation, \$87,465.43.

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STE. ANNE DE BELLEVUE.

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Ste. Anne de Bellevue, in the County of Jacques Cartier, is situated at the confluence of the Rivers Ottawa and St. Lawrence, 21 miles west of Montreal, by Grand Trunk Railway.

With the unexpended balance of appropriation carried forward from 1884-85, the wharf at this place mentioned in last year's report as being under contrat, was completed in October, 1885. In May, 1886, it was found necessary to make a roadway from St. Peter Street to the wharf to give free access thereto, and the land taken was fenced in. Expenditure during the fiscal year, \$5,404.22. Total expenditure at this place since Confederation, \$6,183.29.

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STE. ANNE DE LA POCATIERE.

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Ste. Anne de la Pocatière is on the south shore of the St. Lawrence, 70 miles below Quebec, in the County of Kamouraska.

At the Session of 1885 the sum of \$4,000.00 was voted for the purpose of continuing work on the pier mentioned in last year's report as being in course of construction; and during the year some further work has been done. Expenditure, \$4,368.11. Total expenditure, \$7,768.08.

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STE. ANNE DE SOREL.

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Ste. Anne de Sorel, in the County of Yamaska, is on the south-east shore of the St. Lawrence, about 3 miles below Sorel.

At the Session of 1885 the sum of \$1,000.00 was voted for the purpose of building an additional ice pier at this place; and during the year another pier has been built,  $8\frac{1}{2}$  arpents west of Pier No. 4, to afford further protection during the run of ice in the spring. Pier No. 4, built in 1881, which was badly damaged during the breaking up of the ice in 1885, has been repaired. Expenditure during the fiscal year, \$1,321.86. Total expenditure on ice piers at this place and along the Chenal du Moine, \$7,999.94.

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ST. FRANÇOIS (ILE D'ORLÉANS).

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St. François is situated at the extreme eastern end of the Island of Orleans, about 21 miles below Quebec, in the County of Montmorency.

[1886]

lxxv

The sum of \$1,500.00 was voted at the Session of 1885 to continue work on the pier mentioned in last year's report as being in course of construction ; and during the year a quantity of ballast was placed in the wharf, and fenders and ladders placed where required for the convenience of boats and vessels. Expenditure, \$1,067.30. Total expenditure on this pier, \$15,442.93.

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### ST. JEAN (ILE D'ORLÉANS).

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St. Jean is situated on the south-east side of the Island of Orleans, in the County of Montmorency.

With the unexpended balance of appropriation carried forward from 1884-85 some repairs were made to the pier mentioned in last year's report. Expenditure, \$699.98. Total expenditure, \$9,414.92.

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### ST. JOHN'S.

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St. John's, the *chef-lieu* of the County of the same name, is situated on the Richelieu River, 27 miles from Montreal by railway.

#### BARRACKS.

The sum of \$156.65 was spent during the year in repairs to these buildings. Total expenditure since Confederation \$15,607.07.

#### PUBLIC BUILDING.

During the fiscal year the sum of \$85.50 has been spent in repairs to this building. Total expenditure since Confederation, \$16,224.21 for constructions ; and \$383.10 for repairs.

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### ST. MICHEL.

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St. Michel, in the County of Bellechasse, is on the south shore of the St. Lawrence, 16 miles below Quebec.

At the Session of 1885 the sum of \$1,000.00 was voted for the purpose of repairing the wharf at this place, and during the year urgent and necessary repairs have been made. Expenditure, \$1,000.00. Total expenditure at this place since Confederation, \$1,262.66.



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ST. THOMAS DE MONTMAGNY.

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St. Thomas de Montmagny is in the County of Montmagny, on the south side of the St. Lawrence, 35 miles below Quebec.

Extensive repairs have been made to the wharf at this place and the roadway leading thereto, both of which had been damaged by a storm. A number of boulders were also removed from around the end of the wharf. Expenditure, \$1,245.20. Total expenditure at this place since Confederation, \$7,863.92.

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ST. VINCENT DE PAUL.

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St. Vincent de Paul is situated on the River des Prairies, in the County of Laval, 13 miles from Montreal.

At the Session of 1885 the further sum of \$19,500.00 was voted towards carrying on the works at the Penitentiary mentioned in last year's report as being in progress, and the unexpended balance of appropriation for 1884-85, \$27,342.96, was carried forward. During the fiscal year the stone work of the keeper's hall has been carried up an additional 38 feet and completed; the dining hall wing has been converted into workshops; an organ has been provided for the Catholic chapel, and the choir gallery extended 18 feet by a width of 10 feet; a lumber store 120 by 20 feet has been built and other works done, a detailed account of which will be found in Appendix No. 2, pages 28-29. Expenditure during the year, \$36,602.03 for construction; and \$60.00 for repairs. Total expenditure on this building since Confederation, \$287,276.21 for construction; and \$180.00 for repairs.

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ST. ZOTIQUE.

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St. Zotique is in the County of Soulanges, at the foot of Lake St. Francis, 3 miles from Côteau Landing.

The sum of \$1,000.00 was voted at the Session of 1885 to continue work on the ice piers mentioned in last year's report as being in course of construction; and during the year the pier was raised, widened, a railing constructed, the ice breaker at the west end of the outer block rebuilt from water line, and sheathed with elm, and the ice pier carried away in April, 1875, was rebuilt and re-sunk in its proper place. Expenditure, \$1,200.73. Total expenditure, \$11,749.71.

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SHERBROOKE.

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Sherbrooke, the chief town in the county of the same name, is situated on the Magog River, 101 miles east of Montreal, by the Grand Trunk Railway.

With the unexpended balance of appropriation for 1884-85, carried forward, added to a vote of \$1,000.00 made at the Session of 1885, the work of grading, &c., the grounds around the Public Building at this place has been carried out under a contract entered into on 19th August, 1885, with Messrs. Gordon & Loomis for \$2,550.00. Expenditure during the year, \$4,217.21. Total expenditure on this building \$62,319.94 for construction; and \$19.52 for repairs.

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SOREL.

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Sorel, the *chef-lieu* of the County of Richelieu, is situated on the right bank of the Richelieu River, at its confluence with the St. Lawrence, 45 miles below Montreal.

At the Session of 1885 the sum of \$19,000.00 was voted to continue work on the Public Building to accommodate the Postal and other offices, a full description of which will be found in last year's report. On the 23rd January, 1886, a contract was entered into with Mr. George Beaucage for the interior fittings, for the sum of \$2,800.00; and on 3rd April, 1886, a contract for a hot water heating apparatus was let to Mr. E. Chanteloup, for the sum of \$1,445.00. The building is now completed and occupied. Expenditure during the year, \$14,203.50. Total expenditure on this building, \$27,773.45.

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THREE RIVERS.

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The City of Three Rivers, which forms the Electoral District of the same name, is situated at the head of tide water in the St. Lawrence, 72 miles above Quebec.

## CUSTOM HOUSE.

During the year the sum of \$582.48 has been expended for repairs. Total expenditure on this building since Confederation, \$17,670.36 for construction; and \$2,693.35 for repairs.

## POST OFFICE.

During the year the grounds have been fenced, sodded and graded, and some repairs were made to the building. Expenditure, \$1,026.08 for construction; and \$983.51 for repairs. Total expenditure on this building since Confederation, \$26,221.42 for construction; and \$2,594.42 for repairs.

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TROIS PISTOLES.

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Trois Pistoles is in the County of Témiscouata, on the south shore of the St. Lawrence, 148 miles below Quebec.

The sum of \$3,000.00 was voted at the Session of 1885 to repair the damage mentioned in last year's report as having been done to the pier at this place by a storm in November, 1884, and during the year the amount has been expended for that purpose. Total expenditure since Confederation, \$12,297.90.

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VALLEYFIELD.

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During the year the sum of \$1,600.00, transferred from the Department of Railways and Canals, has been spent for the erection of an office for the Collector of Inland Revenue.

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VICTORIA PIER (LAKE MÉGANTIC).

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Victoria Pier is in the township of North Marston, Compton County.

At the Session of 1885 the sum of \$750.00 was voted to build a small pier at this place for the accommodation of trade, and during the year the pier has been built at a cost of \$854.20, which is the only expenditure at this place since Confederation.

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PROVINCE OF ONTARIO.

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AMHERSTBURG.

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Amherstburg, in the Electoral District of South Essex, is situated on the Detroit River, five miles above its junction with Lake Erie, and is the western terminus of the Canada Southern Railway.

At the Session of 1835 the sum of \$3,000.00 was voted to continue work on the Public Building at this place mentioned in last year's report as being in course of construction; at the Session of 1836, a further grant of \$1,200.00 was made, and  
[1886] lxxix



the unexpected balance of appropriation for 1884-85, \$1,301.25, was carried forward, so that the whole amount available was \$10,501.25. On the 24th November, 1885, a contract was entered into with Mr. P. Navin for fitting and furnishing the building, for \$1,173.44; and on 25th November, 1885, a contract for heating apparatus was entered into with Mr. J. J. Blackmore, for the sum of \$1,290.00. During the year the building has been completed and is now occupied by the various Departments. Expenditure, \$10,184.96. Total expenditure on this building \$33,871.63 for construction; and \$23.76 for repairs.

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#### BARRIE.

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Barrie, in the Electoral District of North Simcoe, is situated on Kempenfeldt Bay, an arm of Lake Simcoe, 60 miles north of Toronto.

The sum of \$14,000.00 was voted at the Session of 1885, to continue work on the Public Building at this place, a full description of which appeared in my last report, and the unexpended balance of appropriation for 1884-85, \$3,015.22, was carried forward. On 1st August, 1885, a contract for heating apparatus was entered into with Messrs. McGuire & Bird, for \$1,735.00. The building is about completed and will, probably, be occupied before the close of the calendar year. Expenditure, \$15,441.49. Total expenditure on this building, \$34,667.75 for construction; and \$13.91 for repairs.

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#### BAYFIELD.

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Bayfield is in the Electoral District of South Huron, on the east shore of Lake Huron, 12 miles south of Goderich.

During the past fiscal year 132 lineal feet of close piling has been driven on the face or inner side of the north pier, and 105 feet on the other side of the same pier. The small crib at the west end of the pile work was repaired. Expenditure, \$2,000.00. Total expenditure at this place since Confederation, \$68,049.37.

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#### BELLEVILLE.

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Belleville, in the Electoral District of West Hastings, is situated at the mouth of the River Moira, which empties into the Bay of Quinté, 43 miles west of Kingston.

The fitting up of the Caretaker's quarters in the Public Building at this place, referred to in last year's report, has been completed. Expenditure, \$653.07. Total expenditure on this building, \$62,038.83 for construction ; and \$139.85 for repairs.

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### BERLIN.

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Berlin, in the Electoral District of North Waterloo, is situated on the Grand River, and is 62 miles from Toronto by Grand Trunk Railway.

At the Session of 1885 the sum of \$12,500.00 was voted to continue work on the Public Building at this place, a full description of which will be found in my report for 1883-84 ; at the Session of 1886 a further grant of \$450.00 was made, and the unexpended balance of appropriation for 1884-85, \$2,759.37, was carried forward, so that the whole amount available was \$15,709.37. During the year the building has been completed and occupied. Expenditure, \$15,966.40. Total expenditure on this building, \$36,176.40 for construction ; and \$25.30 for repairs.

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### BRANTFORD.

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Brantford, in the Electoral District of South Brant, is situated on the Grand River, which empties into Lake Erie.

The sum of \$1,000.00 was voted at the Session of 1885 for general repairs to the Public Building at this place ; and during the year the sum of \$1,103.33 has been expended for the purpose. The Post Office flat has been refloored ; plastering, painting, &c., done. Total expenditure on the building, \$34,087.98 for construction ; and \$2,409.94 for repairs.

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### BROCKVILLE.

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Brockville, the chief town of the United Counties of Leeds and Grenville, is situated at the foot of the Lake of a Thousand Islands, on the north shore of the St. Lawrence, 125 miles for Montreal.

At the Session of 1885 the sum of \$11,500.00 was voted towards the completion of the Public Building at this place, a full description of which will be found in my report for 1882-83, and the unexpended balance of appropriation for 1884-85, \$5,466.08, was carried forward. During the year the building has been finished and occupied by the various Departments. Expenditure, \$14,123.89. Total expenditure on this building, \$52,924.43 for construction ; and \$77.30 for repairs.

[1886]

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BURLINGTON CHANNEL.

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Burlington Channel, lately known as Burlington Bay Canal, is a channel through Burlington Beach, connecting Lake Ontario with the Harbour of Hamilton.

The care and maintenance of this channel having been transferred from the Department of Railways and Canals to that of Public Works the appropriation of \$550.00 voted at the Session of 1885 for its maintenance was also transferred, and out of this amount the sum of \$213.70 has been spent in putting in good order the ferry landings, which were damaged by a storm in April, 1885, and in procuring new lines for the ferry.

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CHANTRY ISLAND.

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Chantry Island is in the Electoral District of North Bruce, on the east coast of Lake Huron, about  $1\frac{3}{4}$  miles west south-west from the mouth of the Saugeen River.

At the Session of 1885 the sum of \$5,000.00 was voted for an addition to the groyne referred to in last year's report, and for brush and stone protection work. On 1st January, 1886, a contract was entered into with Mr. David Porter for the sum of \$4,505.00, and at the close of the fiscal year the work was nearly completed. Some slight repairs to the breakwater were also made. Expenditure during fiscal year \$3,489.88. Total expenditure at this place since Confederation, \$241,304.99.

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CHATHAM.

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Chatham, the chief town in the County of Kent, is situated on the River Thames, and is 67 miles south-west of London by Great Western Railway.

With the unexpended balance of appropriation for 1884-85 the fitting up and furnishing of the Public Building, referred to in previous reports, was completed. Expenditure \$434.66. Total expenditure on this building, \$57,877.91 for construction; and \$287.24, for repairs.

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CLIFTON.

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Clifton, or Niagara Falls, is in the County of Welland, and is situated on the west bank of the Niagara River, 12 miles from St. Catharines.  
[1886]



At the Session of 1885 the sum of \$5,500.00 was voted towards the completion of the Public Building at this place, and it is now occupied. Expenditure during the fiscal year, \$5,135.32. Total expenditure on this building, \$43,598.35 for construction ; and \$62.11 for repairs.

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### COBOURG.

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Cobourg, in the Electoral District of West Northumberland, is situated on the north shore of Lake Ontario, 96 miles west of Kingston.

#### HARBOUR.

At the Session of 1885 the sum of \$3,500.00 was voted to continue the works in this harbour referred to in last year's report. During the year, a crib 100 feet in length has been sunk in position at the outer end of the east pier and allowed to settle, no superstructure being built ; and the next 300 feet shorewards, which had settled on an average  $8\frac{1}{2}$  feet, was built up to its proper height. Expenditure, \$5,316.28. The dredge "Ontario" commenced on the 19th September, 1885, the work of deepening the basin inside along the wharf to a depth of 16 feet, along the breakwater to a depth of 17 feet, and cutting a channel through the centre of the basin to a depth of 16 feet. The dredge remained at work until 24th October, when she went into winter quarters. Work was resumed on 18th May, 1886, and continued to the close of the fiscal year. The total quantity of material removed was 32,940 cubic yards, at a cost of \$2,008.96. Total expenditure at this place since confederation, \$147,012.86.

#### PUBLIC BUILDING.

With the unexpended balance of appropriation for 1834-85, carried forward, the Post Office portion of this building has been completed and occupied. Expenditure during fiscal year, \$668.50. Total expenditure on this building, \$18,290.03.

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### COLLINGWOOD.

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Collingwood, in the Electoral District of North Simcoe, is situated on the south shore of Lake Huron, 94 miles from Toronto by railway.

At the Session of 1885 the further sum of \$24,000.00 was voted towards the improvement of this harbour. The work of extending the eastern breakwater a further distance of 600 feet, mentioned in last year's report as being under contract, was completed on 30th November, 1885. While this work was in progress it was

[1886]

Lxxxiii

found necessary, owing to settlement which had taken place, to tear down the portion of the superstructure joining the extension above referred to and rebuild it to the proper height, so that the junction between the two portions might be perfect. Expenditure during the fiscal year, \$23,468.37. Total expenditure on this harbour since Confederation, \$189,770.61.

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### CORNWALL.

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Cornwall, the chief town in the Electoral District of Cornwall and Stormont, is situated on the St. Lawrence River, 67 miles west of Montreal.

At the Session of 1885 the sum of \$8,500.00 was voted towards the completion of the Public Building at this place, a full description of which will be found in my report for 1882-83. The fittings and heating apparatus referred to in last year's report were finished in the fall of 1885, and the building occupied by the various Departments. Expenditure, \$5,149.86. Total expenditure on this building, \$59,906.47 for construction ; and \$97.25 for repairs.

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### GALT.

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Galt, in the Electoral District of South Waterloo, is situated on the Grand River, 25 miles north-west of the City of Hamilton.

At the Session of 1885 the sum of \$8,000.00 was voted towards the completion of the Public Building at this place, a full description of which will be found in my report for last year ; at the Session of 1886, a further grant of \$5,000.00 was made and the unexpended balance of \$7,572.90 was carried forward from appropriations for 1884-85, so that the total amount available was \$20,572.90. On the 5th March, 1886, a contract for interior fittings was entered into with Mr. M. A. Piggott, for the sum of \$2,330.00 ; and, on the 30th April a contract for heating apparatus was entered into with Messrs. McGuire & Bird, for the sum of \$1,323.00. These works were well advanced at the close of the fiscal year and it was expected that the building would be ready for occupation in the autumn. Expenditure, \$21,283.08. Total expenditure on this building, \$23,884.23.

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### GANANOQUE.

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Gananoque, in the Electoral District of South Leeds, is situated at the mouth of the Gananoque River, which empties into the St. Lawrence, about 20 miles north-east of Kingston.

During the year the sum of \$10.00 was spent on the Custom House at this place. Total expenditure on the building, \$14,424.47.

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### GODERICH.

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Goderich, in the Electoral District of West Huron, is on the east shore of Lake Huron, at the mouth of the River Maitland.

The dredge "Challenge" worked at this place from 17th September, 1885, to the close of navigation, and from 18th May to 5th June, 1886, in opening a channel to a depth of 17 feet through the shoal in the lake opposite the entrance to the harbour, and in deepening across the upper end of the harbour to a depth of 11 feet, removing altogether 7,650 cubic yards of fine sand and gravel, at a cost of \$3,113.68. Total expenditure at this place since Confederation, \$512,505.11.

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### GUELPH.

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Guelph, in the Electoral District of South Wellington, is situated on the River Speed, and is about 48 miles from Toronto by Grand Trunk Railway.

At the Session of 1886 the sum of \$952.00 was voted to complete the alterations and repairs to this building referred to in last year's report, and during the year the work has been finished. Expenditure, \$1,690.19. Total expenditure on this building, \$33,339.48 for construction; and \$1,787.28 for repairs.

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### HAMILTON.

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The City of Hamilton, comprising an Electoral District returning two members, is in the County of Wentworth, on Burlington Bay, at the western extremity of Lake Ontario.

#### CUSTOM HOUSE.

During the fiscal year, the sum of \$416.00 has been spent for repairs. Total expenditure on this building, \$46,188.45 for construction; and \$6,024.57 for repairs.

#### IMMIGRANT SHED.

At the Session of 1885 the sum of \$320.00 was voted for the purpose of repairing this building, and during the year the repairs have been made at a cost of \$363.99. Total expenditure on this building \$6,425.08.

[1886]

lxxxv



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PUBLIC BUILDING.

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At the Session of 1885 the sum of \$92,000.00 was voted towards the completion of the building intended to accommodate the Postal, Customs and other services, a full description of which will be found in my report for 1882-83. On 11th March, 1886, a contract was entered into with Messrs. VanAllan, Brown & Love for additional Post Office fittings, for the sum of \$808.00; and at the close of the fiscal year the building was nearly finished and it has since been occupied. Expenditure, \$66,791.14. Total expenditure on this building, \$298,210.20.

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HARBOURS AND RIVERS GENERALLY, ONTARIO.

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At the Session of 1885 the usual vote of \$8,000.00 was made for maintenance of harbours and rivers in Ontario; and during the fiscal year the sum of \$7,432.10 has been expended.

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HAWKESBURY.

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Hawkesbury, in the County of Prescott, is on the south shore of the Ottawa River, about 2 miles from Grenville, with which it is connected by a ferry.

The dredge "Queen of Canada" worked here from 7th August to 28th October, 1885, deepening in front of the wharves, and straightening, widening and increasing to 7 feet the depth of the steamboat channel from the Ottawa, through Hawkesbury Bay, to the village. Quantity of materials removed, 15,464 cubic yards of gravel, sand, clay and boulders. Expenditure, \$2,187.51. Total expenditure at this place since Confederation, \$4,027.13.

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KINCARDINE.

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Kincardine, in the Electoral District of West Bruce, is situated at the mouth of the River Penetangore, which empties into Lake Huron, 31 miles north of Goderich.

The dredge "Challenge" worked here from the commencement of the fiscal year to 7th September, in removing sand which had accumulated between the piers, and also in deepening the inside basin. A depth of 17 feet between the piers and 15 feet in the basin was obtained. Quantity of material removed, 21,875 cubic yards of sand and gravel. Expenditure during the fiscal year, \$1,869.90. Total expenditure at this place since Confederation, \$94,960.48.

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KINGSTON.

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Kingston, in the Electoral District of the same name, is situated on the eastern shore of Lake Ontario, 172 miles west of Montreal.

## HARBOUR.

At the Session of 1885 the sum of \$4,000.00 was voted for the purpose of continuing the work at Point Frederick Shoal referred to in last year's report; and during the fiscal year a further quantity of 1,648 cubic yards of rock has been removed, at a cost of \$3,937.28. Total expenditure on this harbour since Confederation, \$40,924.26.

## CUSTOM HOUSE.

During the fiscal year the sum of \$51.13 has been spent for repairs. Total expenditure on this building since Confederation, \$41,805.52 for construction; and \$9,332.33 for repairs.

## PENITENTIARY.

At the Session of 1885 the sum of \$8,000.00 was voted towards the completion of the gas and other works referred to in last year's report; at the Session of 1886 the sum of \$11,616.00 was granted for the same purpose, and the unexpended balance of appropriation for 1884-85, \$1,401.84 was carried forward, so that the total amount available was \$21,017.84. During the year the following works have been carried on: The walls and roof of the gas purifier house and of the gasometer house have been completed, all the work being done by the convicts. The walls are of cut ashlar, both sides, with cut stone eaves, and cornices; the basement of the purifier house is vaulted in stone and the roofs are of wood covered with shingles and galvanized iron. The gasometer is 50 feet in diameter with 16 feet lift and a capacity of 30,000 cubic feet. The purifier house is 67 by 45 feet and 26 feet in height above ground level, containing steam boiler, purifier, washers, scrubbers, meter and a tank for storage of 175 gallons of oil. Gas pipes were laid and fittings put up throughout the prison building and Warden's quarters. The water service has been improved by the addition of an extra iron storage tank with a capacity of 10,000 gallons, and a new arrangement of valves to allow of direct pressure from pumps, or gravitation from tanks. A new stone piggery and a stone ice house have been built and other works done, a full description of which will be found in Appendix No. 2, pages 30-31. Expenditure during the year, \$21,385.26. Total expenditure on this building, \$320,407.95 for construction; and \$17,834.79 for repairs.

## POST OFFICE.

With the unexpended balance of appropriation carried forward from 1884-85, the heating apparatus referred to in last year's report has been completed. Expenditure, \$2,251.93. Total expenditure on this building, \$51,462.99 for construction; and \$6,661.60 for repairs.

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### KINGSVILLE.

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Kingsville, in the Electoral District of South Essex, is situated on Lake Erie, between Point Pelée and the Detroit River, about 25 miles east of Amherstburg.

With the unexpended balance of appropriation for 1884-85, carried forward, the works in connection with the formation of a harbour of refuge at this place, mentioned in last year's report as being under contract, have been completed. Expenditure, \$4,540.53. Total expenditure at this place, \$47,609.95.

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### LION'S HEAD.

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Lion's Head, in the Electoral District of North Bruce, is situated on Georgian Bay, about 35 miles north-east of Wiarton.

At the Session of 1885 the sum of \$2,500.00 was voted towards repairing the pier at this place and completing the extension mentioned in last year's report as being under contract, and the unexpended balance of appropriation for 1884-85, \$3,224.65, was carried forward. The addition to the pier was completed on 7th July, 1885. During the construction of this work the superstructure of the old work was washed away. This had to be rebuilt to the height of the new work. A talus of stone has been placed on the seaward side of the structure and an approach to the pier built. Expenditure during the fiscal year, \$5,749.65. Total expenditure at this place since Confederation, \$7,753.20.

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### LITTLE BEAR CREEK.

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Little Bear Creek is in the Counties of Kent and Bothwell, and empties into the Chenal Ecarté, Lake St. Clair, about 16 miles from Chatham.

At the Session of 1885 the sum of \$2,250.00 was voted towards the continuance of the dredging referred to in last year's report. On 14th September, 1885, a contract for further dredging, for the sum of \$1,200.00, was entered into with Mr. S. T. Martin, and during the year the dredging has been continued from the point where it ceased the previous year up to the 14th Concession Road, where a turning basin was formed. Some obstructions, bends and shallows in other parts of the creek were removed. Expenditure, \$1,960.83. Total expenditure at this place since Confederation, \$9,621.83.



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### LITTLE CURRENT.

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Little Current, in the Electoral District of Algoma, is the channel between La Cloche and Manitoulin Islands, on the route to Sault Ste. Marie from Georgian Bay ports, and is about 140 miles north-west of Collingwood.

At the Session of 1885 the sum of \$5,000.00 was voted to continue the blasting of the rock in this channel referred to in previous reports. The plant used in deepening and widening the channel at this place was put in good repair, and at the close of the fiscal year a commencement had been made of increasing the width of the channel at its upper end, to permit vessels to enter with a greater degree of safety. Expenditure during the fiscal year, \$1,864.11. Total expenditure at this place since Confederation, \$44,344.24.

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### LITTLE NATION RIVER.

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The Little Nation River is a tributary of the Ottawa, and flows through the Counties of Dundas and Prescott.

At the Session of 1885 the sum of \$3,000.00 was voted for the purpose of assisting the Municipality of Chesterville, Dundas County, in the improvement of the navigation of the river; but up to the close of the fiscal year no expenditure had taken place.

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### LONDON.

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London, in the County of Middlesex, and itself comprising the Electoral Division of London, is situated on the River Thames, 121 miles west of Toronto.

#### CUSTOM HOUSE.

At the Session of 1886 the sum of \$5,000.00 was voted towards carrying out the additions to this building, a full description of which will be found in my last report, and the unexpended balance of appropriation for 1884-85, \$9,176.47, was carried forward. The contract for the basement referred to in last year's report was completed in October, 1885. On 31st May, 1886, a contract was entered into with Mr. F. Toms for the completion of the building, for the sum of \$33,333.00, and the work was in progress at the close of the fiscal year. Expenditure, \$7,009.11. Total expenditure on this building since Confederation, \$64,956.64 for construction; and \$10,871.00 for repairs.

## INFANTRY SCHOOL.

It having been represented by the Militia Department that an Infantry School was required in this city, plans and specifications were prepared by this Department. The sum of \$25,000.00 was transferred from the Militia Department, tenders were called for, and, on 24th April, 1886, a contract was entered into with Messrs. Hook & Toll for the erection of the building, for the sum of \$76,430.00. The main building will be 230 feet by 36 feet 2 inches, and there will be two wings each 182 feet 8 inches long by 42 feet wide, the whole forming three sides of a quadrangle. There will be a basement with stone walls, brick partitions and wood floor; two storeys with brick walls and partitions, with wooden floors and roof. At the front angles a portion 40 feet by 36 feet 2 inches is to be carried one storey higher; and in the centre of each flank are to be plain low towers 20 feet square. There is to be a separate boiler house, with brick chimney, in the quadrangle, and a continuous veranda along the entire rear of the building. Expenditure during the fiscal year, \$8,266.64.

## POST OFFICE.

During the year the sum of \$696.57 has been spent on repairs. Total expenditure on this building, \$54,042.37 for construction; and \$12,112.20 for repairs.

## L'ORIGINAL.

L'Original is the *chef-lieu* of the County of Prescott, and is situated on the south side of the Ottawa River,  $6\frac{1}{2}$  miles above Grenville.

The works referred to in last year's report have been completed. Expenditure, \$1,024.90. Total expenditure at this place since Confederation, \$8,244.06.

## MEAFORD.

Meaford, in the Electoral District of East Grey, is on the south-west side of Georgian Bay, 18 miles from Collingwood, and 20 miles east of Owen Sound.

The dredging referred to in last year's report has been completed. Expenditure, \$1,000.00. Total expenditure at this place since Confederation, \$46,485.05.

## MIDLAND.

Midland, in the Electoral District of East Simcoe, is at the foot of Gloucester Bay, an arm of Georgian Bay, and is the terminus of the Midland Division of the Grand Trunk Railway.

At the Session of 1885 the sum of \$10,000.00 was voted towards the improvement of the harbour; but up to the close of the fiscal year work had not been commenced, and no expenditure had taken place.

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### ORANGEVILLE.

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Orangeville, in the Electoral District of Centre Wellington, is situated on a branch of the Credit River, and is 40 miles from Toronto by the Toronto, Grey and Bruce Railway.

At the Session of 1885 the sum of \$7,000.00 was voted towards the construction of the Public Building at this place, a full description of which will be found in last year's report, and the unexpended balance of appropriation for 1884-85, \$5,072.19, was carried forward. On 3rd April, 1886, a contract for heating apparatus was entered into with Messrs. McGuire & Bird, for the sum of \$683.00. At the close of the fiscal year the building was nearly completed, and it has since been occupied. Expenditure, \$12,947.77. Total expenditure on this building, \$13,875.58.

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### OTTAWA.

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Ottawa, the Capital of the Dominion, comprises an Electoral District returning two members. It is situated on the south shore of the Ottawa River, and is 117 miles from Montreal by Canadian Pacific Railway.

#### GEOLOGICAL MUSEUM.

With the unexpended balance of appropriation carried forward from 1884-85, the alterations and repairs mentioned in last year's report as being in progress have been completed. Expenditure, \$1,412.83. Total expenditure on this building, \$54,138.03 for construction; and \$7,939.83 for repairs.

#### MAJOR'S HILL PARK.

By an Order in Council approved on 17th June, 1885, the Department resumed possession of this park, which the Corporation of the City of Ottawa had had under its control for some years, and since its resumption, the sum of \$4,149.25 has been expended in making a new carriage drive, fencing and other improvements.

#### NATIONAL ART GALLERY.

At the Session of 1885 the sum of \$1,500.00 was voted towards the maintenance of this Gallery; and during the fiscal year, the sum of 1,509.79 has been  
[1886] xci



expended. Appendix No. 22 contains the report of the Curator by which it appears that 11 pictures have been added during the year, making the total number of works of Art in the Gallery 108. During the year, 8,792 visitors have registered their names at the Gallery.

#### NEPEAN POINT.

During the year the sum of \$80.64 was spent for repairs.

#### NEW DEPARTMENTAL BUILDING (WELLINGTON STREET).

At the Session of 1885 the sum of \$175,000.00 was voted to continue work on this building, a full description of which appeared in my report for 1883-84. On 8th September, 1885, a contract was entered into with Messrs. Carrier, Lainé & Co. for rolled iron joists and girders, for the sum of \$16,627.13; and, on 11th November, 1885, with A. Charlebois for temporary roofing for winter, for the sum of \$1,780.00. Work was steadily carried on during the fiscal year, and since its close the walls have been carried up to their full height, the building temporarily covered for the winter, and a contract for the iron roof let. Expenditure during the fiscal year, \$117,346.25. Total expenditure on this building, \$273,167.93.

#### NEW EDINBURGH BRIDGE.

At the Session of 1885 the sum of \$3,000.00 was voted to assist the County Council of Russell in rebuilding the bridge across the Rideau River (which was seriously damaged by the freshet in the spring of 1885), connecting the City of Ottawa with the Village of New Edinburgh, and during the fiscal year the money has been paid over.

#### POST OFFICE, &c.

At the Session of 1885 the sum of \$5,000.00 was voted for the purpose of repairing the Customs portion of this building. On 13th October and 18th November, 1885, contracts were entered into with Mr. L. Gratton for alterations and repairs, for the sum of \$3,242.00, and during the year the work has been done. Expenditure, \$5,008.10. Total expenditure on this building, \$253,825.34 for construction; and \$4,176.49 for repairs.

#### PUBLIC BUILDINGS

At the Session of 1885 the sum of \$106,500.00 for the repairs and maintenance of the Parliament and Departmental Buildings was included in the general vote of \$175,000.00 for rents and repairs; at the Session of 1883 a further grant of \$31,900.00 was made, and the unexpended balance of appropriation for 1884-85, \$27,592.25, was carried forward. In the Parliament Building the windows in the House of Commons and Senate dining rooms were enlarged and furnished with new and improved frames with sashes glazed with plate glass; the private apartments of the Speaker of the Senate were repainted, repapered, &c.;

the Commons Post Office was altered and improved, and other alterations and repairs made. A further extension of the Edison incandescent light was made during recess in the Chamber, corridors, Speaker's apartments, &c., of the House of Commons, and basement rooms and corridors in the Senate side, making a total of 564 lamps of 16-candle power in the building, laid off in three sections, only two of which could be run simultaneously, owing to the dynamo power being limited to 400 lamps, and there being no room in the building for an extension of the apparatus. An extension of this incandescent system having been authorized by Parliament at the Session of 1886, the whole generating apparatus has, since the close of the fiscal year, been removed to the old Government waterworks building at the foot of the Rideau Canal, where better and more economical results can be obtained. A new duct and fan was added to improve the ventilation of the Railway Committee room, and other improvements made in ventilating the building. In the Western Departmental Block a fire on the night of the 22nd February, 1886, did considerable damage at the south-east angle of the first floor, occupied by the Department of Marine and Fisheries, and a great deal of new plastering, painting, &c., has been done. The removal of the Money Order and Savings Bank Branch of the Post Office Department caused a re-allotment of the offices of that Department, and the supply of additional fittings. In the Eastern Block the walls of the main corridors were repainted, and necessary repairs, furnishings, fittings, &c., made. Expenditure during the year, \$5,566.33 for construction, and \$158,338.18 for repairs. Total expenditure on these buildings, \$4,211,027.58 for construction; and \$1,680,151.74 for repairs.

#### SAPPER'S BRIDGE.

Under an agreement with the Corporation of the City of Ottawa the maintenance of the three bridges over the Rideau Canal within the City of Ottawa was assumed by the Government; and during the fiscal year the sum of \$335.99 was spent on repairing the sidewalk on Sapper's Bridge.

#### ST. PATRICK'S STREET.

By the resumption of Major's Hill Park from the City of Ottawa the lower end of this street, from Sussex Street to the Ottawa River, which runs between Major's Hill Park and Nepean Point, reverted to the care of the Government, and during the fiscal year the sum of \$834.33 has been spent in putting it in a good state of repair.

#### SUPREME COURT.

During the year the small sum of \$75.00 was spent for repairs. Total expenditure on this building, \$64,212.39 for construction; and \$2,503.10 for repairs.

#### SUSPENSION BRIDGE.

At the Session of 1885 the sum of \$1,600.00 was voted for repairs to this bridge, which connects the City of Ottawa with the City of Hull, P. Q., and during  
[1886]



the year the repairs have been made at a cost of \$1,784.39. Total expenditure since Confederation in repairing this bridge, which was built in 1841, \$16,797.22. As part of the agreement with the City of Ottawa an Act was passed at the Session of 1886 abolishing tolls on this bridge.

#### WELLINGTON STREET.

By the terms of the Order in Council of 17th June, 1885, the Government agreed to maintain and keep in repair the roadway and sidewalks on that part of Wellington Street expending from Bank Street to Dufferin Bridge, in front of the Parliament Buildings; and during the fiscal year the street from Metcalfe to Bank Street was graded and macadamized, and a new sidewalk laid on the south side. The block pavement on the north side was repaired and asphalted, and a portion of the north sidewalk adjoining Dufferin Bridge was laid with asphalt blocks. Expenditure, \$9,264.30.

#### OWEN SOUND.

Owen Sound, in the Electoral District of North Grey, is situated at the mouth of the Sydenham River, which empties into Georgian Bay.

#### INLAND REVENUE OFFICE.

During the year the sum of \$160.50 was spent for repairs.

#### HARBOUR.

During the year the foundations of the inner lighthouse have been protected by placing a quantity of large stones around it. Expenditure, \$237.50. Total expenditure at this place since Confederation, \$84,514.26.

#### PETERBORO'.

Peterboro', in the Electoral District of West Peterboro', is situated on the Otonabee River, and is about 94 miles north-east of Toronto.

At the Session of 1885 the sum of \$10,000.00 was voted to provide Public Buildings at this place, and the unexpended balance of appropriation for 1884-85, \$7,000.00, was carried forward. On 19th October, 1885, a lot was purchased from Mr. E. Phelan, for the sum of \$3,900.00, and on 20th October, 1885, a lot at the corner of Hunter and Water Streets, containing 6,000 square feet, was purchased from Mr. C. W. Sawyer for the sum of \$6,000.00. On 13th February, 1886, a contract was entered into with Mr. J. E. Askwith for the erection of a building on the

[1886]



latter lot, for the sum of \$16,500.00. The building will be two storeys high, of brick, on stone foundations, 50 feet square, with floors, partitions and roofs of wood, the latter covered with slate and galvanized iron. The two principal entrances will be on Hunter Street, and entrance to first floor on Water Street. At the close of the fiscal year the building was well advanced. Expenditure, \$12,024.22.

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### PORT ALBERT.

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Port Albert, in the Electoral District of West Huron, is at the mouth of Nine Mile Creek, which empties into Lake Huron, 19 miles north of Goderich.

During the year the sum of \$149.52 was spent on repairs to the north pier. Total expenditure at this place since Confederation, \$12,926.16.

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### PORT ARTHUR.

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Port Arthur, in the County of Algoma, is on Thunder Bay, Lake Superior, and is the terminus of the Thunder Bay Branch of the Canadian Pacific Railway.

At the Session of 1885 the sum of \$70,000.00 was voted to continue work on the breakwater, which was mentioned in last year's report as being under contract; at the Session of 1886 the further sum of \$16,000.00 was granted, and the contribution of the Town of Port Arthur, \$25,000.00, was carried forward, so that the total amount available was \$111,000.00. Early in the fiscal year the first section of the work was completed, and, a further grant having been made by Parliament, the second section was placed under contract in the fall of 1886. Expenditure during fiscal year, \$90,829.23. Total expenditure on this work, \$155,662.60.

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### PORT ELGIN.

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Port Elgin, in the Electoral District of North Bruce, is on the eastern shore of Lake Huron, 24 miles north of Kincardine.

At the Session of 1885 the sum of \$4,000.00 was voted to continue the extension shorewards for a distance of 950 feet of the northern end of the present breakwater, mentioned in last year's report as being under contract, and the unexpended balance of \$1,954.71 was carried forward. During the year the contract has been completed. Expenditure, \$6,608.83. Total expenditure at this place since Confederation, \$29,945.63. The dredge "Challenge" commenced work on 28th June, 1886, and up to the close of the fiscal year had removed 690 cubic yards of sand.

[1886]

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PORT HOPE.

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Port Hope, in the Electoral District of East Durham, is on Lake Ontario, 63 miles east of Toronto.

## HARBOUR.

At the Session of 1885 the sum of \$1,500.00 was voted to continue the repairs to the harbour works, mentioned in last year's report as being in progress, and the unexpended balance of \$2,410.43 was carried forward. During the year the repairs to the breakwater were completed, and a crib 60 feet in length, which had settled at its outer end 7 feet, was built up. During July, August and September the "Ontario" was engaged in dredging, and removed 16,500 cubic yards of material, at a cost of \$2,341.06. Total expenditure since Confederation, \$69,693.69.

## PUBLIC BUILDING.

At the Session of 1885 the sum of \$4,500.00 was voted towards the completion of this building, a full description of which will be found in my report for 1882-83; at the Session of 1886 the further sum of \$2,000.00 was granted, and the unexpended balance of appropriation for 1884-85, \$2,859.33, was carried forward, making the total amount available \$9,359.33. On 27th March, 1886, a contract for additional fittings was entered into with Mr. Thomas Hewson for the sum of \$340.00, and since the close of the fiscal year the building has been completed and occupied by the various Departments. Expenditure, \$6,879.99. Total expenditure on this building, \$43,520.60 for construction; and \$18.35 for repairs.

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PRESCOTT.

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Prescott, in the Electoral District of South Grenville, is situated on the north shore of the St. Lawrence, 112 miles west of Montreal.

At the Session of 1885 the sum of \$8,000.00 was voted for the purpose of providing a building to accommodate the Postal and other services; but up to the close of the fiscal year a site had not been obtained and no expenditure had taken place.

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RIDEAU HALL.

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Rideau Hall, the residence of His Excellency the Governor General, is situated in the County of Russell, about 2 miles from the City of Ottawa.

The usual annual cleaning, partial repainting, repairing, whitewashing, distemping, minor alterations and repairs were done. Expenditure, \$26,280.40 for repairs, and \$8,644.90 for maintenance. Total expenditure on this building, \$236,785.48 for construction; and \$538,322.36 for repairs.

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### RIVER KAMINISTIGUIA.

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The River Kaministiquia rises in Dog Lake, Algoma County, and empties into Thunder Bay, Lake Superior, near Port Arthur.

With a portion of the appropriation of \$70,000.00 for Port Arthur and River Kaministiquia, passed at the Session of 1885, the dredging referred to in last year's report was concluded in the summer of 1885. A channel 15 feet deep has been extended up the river for over 1 mile, and has proved of much benefit to the trade and traffic of Fort William. Expenditure, \$20,556.99. Total expenditure on this work, \$49,646.15.

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### RIVER NAPANEE.

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The Napanee River is in the County of Lennox, and empties into the Bay of Quinté, below the Town of Napanee.

The work of straightening and improving the channel referred to in last year's report was continued during the summer of 1885. Expenditure, \$3,975.95. Total expenditure since Confederation, \$34,711.42.

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### RIVER OTTAWA.

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The River Ottawa flows from Lake Temiscamingue and empties into the St. Lawrence at Ste. Anne de Bellevue, forming for a great part of its length the boundary between Ontario and Quebec.

At the Session of 1885 the sum of \$2,000.00 was voted to continue the work of improving the navigation of this river at the Narrows, above Pembroke, in the County of North Renfrew. The work of removing the obstructions in the Lower Narrows (5 miles above Pembroke) was resumed on 5th September, and continued until the work was completed satisfactorily to those interested. The dredge was



then taken to Crab Island, 8 miles above Pembroke, and the island was removed to one foot below low water, operations ceasing on the 31st October. Quantity of material removed, 565 cubic yards of loose and 40 of solid rock. Expenditure, \$2,726.63. Total expenditure at this place since Confederation, \$6,321.09.

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### RONDEAU.

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Rondeau Harbour, in the County of Kent, is on Lake Erie, 140 miles east of Port Colborne, the western entrance to the Welland Canal.

With the unexpended balance of appropriation carried forward from 1884-85 the repairs to the west pier and breakwater mentioned in last year's report as being in progress have been completed. The outer end of the west pier has been thoroughly repaired and build up, the planking repaired, the breakwater in front of the light-keeper's house placed in good order and covered with 3 inch pine plank, and ten new mooring posts have been put in place of those that had become decayed. Expenditure during the fiscal year, \$1,045.59. Total expenditure at this place since Confederation, \$211,479.13.

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### SALMON RIVER (SHANNONVILLE.)

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Shannonville, in the Electoral District of East Hastings, is situated on the Salmon River, about a mile and a half from its outflow into the Bay of Quinté.

A dredge was engaged during the fiscal year in deepening the channel through the bar at the mouth of the river, and in removing an accumulation of mill refuse. Expenditure, \$581.00. Total expenditure at this place since Confederation, \$7,073.06.

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### SARNIA.

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Sarnia, in the Electoral District of West Lambton, is situated on the River St. Claire, and is 168 miles from Toronto by railway.

At the Session of 1885 the sum of \$350.00 was voted to pay for work done on the Immigrant Shed at this place, and the unexpended balance of appropriation for 1884-85, \$1,050.00, was carried forward. During the fiscal year the sum of \$383.94 has been spent for a veranda and for furniture. Total expenditure on this building, \$3,436.21.

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 SAULT STE. MARIE.
 

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Sault Ste. Marie, the shire town of Algoma County, is situated at the head of the St. Mary's River, which connect Lakes Huron and Superior.

At the Session of 1885 the sum of \$4,000.00 was voted to continue the dredging mentioned in last year's report as being in progress, and during the year the work has been proceeded with. Expenditure, \$3,809.60. Total expenditure, \$8,254.10.

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 ST. CATHARINES.
 

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St. Catharines, in the Electoral District of Lincoln and Niagara, is situated on the Welland Canal, about 32 miles east of Hamilton.

With the unexpended balance of appropriation carried forward from 1884-85, the fitting up of the attic in the Public Building at this place was completed. Expenditure, \$76.70. Total expenditure on this building, \$57,050.19 for construction"; and \$32.50 for repairs.

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 ST. THOMAS.
 

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St. Thomas, in the Electoral District of East Elgin, is on the Great Western Division of the Grand Trunk Railway and on the Canada Southern Railway, and is about 15 miles from London.

At the Session of 1885 the sum of \$13,600.00 was voted towards the completion of the Public Building at this place, which is fully described in my report for 1882-83; at the Session of 1886 a further grant of \$2,225.17 was made, and the unexpended balance of appropriation for 1884-85, \$545.08, was carried forward, so that the total amount available was \$16,370.25. During the year the building has been fitted up and occupied by the various Departments. Expenditure, \$16,118.89. Total expenditure on this building, \$66,525.96.

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 STRATFORD.
 

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Stratford, in the Electoral District of North Perth, is situated on the River Avon, about 90 miles west of Toronto.

With the unexpended balance of appropriation, carried forward from 1884-85, some plumbing, plastering, &c., has been done to the Public Building at this place. Expenditure, \$1,011.65. Total expenditure on this building, \$46,216.97 for construction; and \$87.55 for repairs.

[1886]

xcix

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SUMMERSTOWN.

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Summerstown, in the County of Glengarry, is on the north shore of the St. Lawrence, 6 miles from Lancaster.

The dredge "Nipissing," on 20th May, 1886, commenced dredging the channel from the St. Lawrence to the wharves, and was still at work at the close of the fiscal year, up to which time 12,585 cubic feet of hard pan, sand, clay and mud had been removed, at a cost of \$1,874.90.

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THORNBURY.

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Thornbury, in the Electoral District of East Grey, is situated at the mouth of the Beaver River which flows into Georgian Bay, 13 miles from Collingwood.

At the Session of 1885 the sum of \$1,000.00 was voted towards deepening to 12 feet the channel into this harbour, in order to accommodate the large steamers plying on Lake Huron; and during the year a channel 14 feet deep has been opened through the shoal or bar off the wharf, and the cut alongside the pier deepened for a distance of 300 feet. Expenditure during the fiscal year, \$1,116.00. Total expenditure at this place since Confederation, \$23,437.09.

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TORONTO.

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Toronto, the principal city in the Province of Ontario, is situated on Lake Ontario, 161 miles west of Kingston, and comprises the Electoral Districts of East, Centre and West Toronto.

## ASSISTANT RECEIVER-GENERAL'S OFFICE.

The repairs referred to in last year's report, as being in progress, have been completed. Expenditure, \$54.80. Total expenditure on this office, \$1,043.80 for construction; and \$1,522.54 for repairs.

## CUSTOM HOUSE.

During the fiscal year some necessary alterations and repairs have been made. Expenditure, \$219.04. Total expenditure on this building, \$236,052.23 for construction; and \$6,745.36 for repairs.

## EXAMINING WAREHOUSE.

At the Session of 1885 the sum of \$12,000.00 was voted towards the erection of an engine house and other works in connection with this building, and at the [1886]



Session of 1886 the further sum of \$918.00 was granted. On 12th January, 1886, a contract was entered into with Messrs. Brown & Love for the erection of the engine house, for the sum of \$8,990.00, and the work was in progress at the close of the fiscal year. The engine house is of brick one storey high, 36 by 62 feet, with a chimney 7 feet square at the base and 90 feet high. Expenditure during the fiscal year, \$5,345.44 for construction; and \$936.16 for repairs. Total expenditure on this building, \$312,447.17 for construction; and \$15,828.52 for repairs.

#### FORTS.

During the fiscal year the sum of \$574.67 has been expended for alterations and a new system of drainage at the New Fort. Total expenditure on these forts since Confederation, \$22,184.45 for construction; and \$8,610.41 for repairs.

#### HARBOUR.

At the Session of 1885 the sum of \$30,000.00 was voted to continue the works referred to in last year's report, and the unexpended balance of appropriation for 1884-85, \$560.55, was carried forward. During the season of 1885 a quantity of very large sized stones were placed at exposed points on the island breakwater. Expenditure during the fiscal year, \$31,021.05. Total expenditure on this harbour since Confederation, \$524,993.68.

#### IMMIGRANT SHED.

With the unexpended balance of appropriation for 1884-85 carried forward the works referred to in last year's report were completed. Expenditure during the fiscal year, \$177.34 for construction, and \$473.40 for repairs. Total expenditure on this building, \$12,257.97 for construction; and \$4,868.72 for repairs.

#### INLAND REVENUE BUILDING.

At the Session of 1885 the sum of \$1,600.00 was voted for alterations and repairs to this building. On 30th June, 1886, a contract was entered into with Messrs. Wilson & Howard for the sum of \$3,000.00, and since the close of the fiscal year the work has been carried out. Expenditure during the fiscal year, \$1,415.00 for cleaning, painting and repairs, and alterations to some of the offices. Total expenditure on this building, \$34,101.07 for construction; and \$27,577.20 for repairs.

#### POST OFFICE.

During the fiscal year the sum of \$1,491.59 has been spent for painting, plumbing, repairs and providing a new postal bag rack. Total expenditure on this building, \$155,218.03 for construction; and \$15,710.66 for repairs.

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#### WILSON'S CHANNEL.

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Wilson's Rock, in Algoma County, is situated in Georgian Bay, about 35 miles from Sault Ste. Marie and 8 miles above Neebish Rapids.

[1886]

At the Session of 1885 the sum of \$4,500.00 was voted for the purpose of removing a point of rock in this channel near the wedge-shaped block mentioned in last year's report as having been built on Wilson's Rock ; and during the year the work has been carried out. Expenditure, \$4,732.48. Total expenditure on block and dredging, \$9,374.96.

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### WINDSOR.

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Windsor, in the Electoral District of North Essex, is situated on the Detroit River, immediately opposite the City of Detroit, Mich., and 110 miles west of London, Ont.

At the Session of 1885 the sum of \$1,500.00 was voted towards altering the sidewalk, &c., around the Public Building at this place, necessitated by the lowering of the grade of Ouellette Avenue by the Corporation. On 14th November, 1885, a contract was entered into with Mr. J. A. Cook for flagging, &c., for the sum of \$1,590.00, and up to the close of the fiscal year about half the work had been done. Expenditure, \$839.00. Total expenditure on this building, \$8,158.50 for construction ; and \$2,395.69 for repairs.

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### PROVINCE OF MANITOBA.

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#### BIRTLE.

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Birtle, in the Electoral District of Marquette is situated on Bird Tail Creek, in Township 17, Range, 26, West, and is 40 miles from Moosomin on the Canadian Pacific Railway 219 miles west of Winnipeg.

On 4th June, 1886, a contract was entered into with Messrs. J. E. Gelley & Co. for the erection of an Immigrant Shed at this place for the sum of \$960.00, and the building has been completed, since the close of the fiscal year. The building is of wood, 40 by 24 feet, and one storey high. Expenditure during the fiscal year \$17.50.

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#### BRANDON.

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Brandon, in the Electoral District of Selkirk, is on the south bank of the Assiniboine River, 132 miles west of Winnipeg by the Canadian Pacific Railway.

During the year the small sum of \$18.00 has been spent on repairs to the Post Office.

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MINNEDOSA.

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Minnedosa, in the Electoral District of Marquette, is on the Manitoba and North-Western Railway, 79 miles west of Portage la Prairie.

On the 4th June, 1886, a contract was entered into with Messrs. J. E. Gelley & Co. for the erection of an Immigrant Shed at this place, for the sum of \$960.00, and the building has been completed since the close of the fiscal year. The building is of wood, 40 by 24 feet and one store high. Expenditure during the fiscal year, \$17.50.

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RED RIVER.

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The Red River takes its rise in the United States, and flows for about 140 miles through Manitoba, emptying into Lake Winnipeg.

At the Session of 1885 the sum of \$5,000.00 was voted for continuing the dredging at the mouth of the river mentioned in last year's report as being in progress, and during the year the work has been prosecuted. The dredge "Winnipeg" worked during the summer of 1885 and from the opening of navigation to the close of the fiscal year, completing the channel through the shoal at the mouth of the river. A bar at the entrance to West Selkirk was also removed. Quantity of material dredged, 30,600 cubic yards. Expenditure during the fiscal year, \$13,915.69. Total expenditure on this river, \$42,351.29.

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STONY MOUNTAIN.

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Stony Mountain, in the Electoral District of Lisgar, is situated on the Stonewall Branch of the Canadian Pacific Railway, 13 miles north-east of Winnipeg.

At the Session of 1885 the sum of \$37,117.00 was voted for alterations and additions to the Penitentiary, and the unexpended balance of appropriation for 1884-85, \$2,136.63, was carried forward. Additional cells being urgently required, the offices, store rooms, and chapels were altered into cells; the Warden's quarters altered to offices; store rooms, chapels and hospital, and the basement store rooms, wash house, &c., converted into steward's store, clothes room and bath rooms. By these changes 46 additional cells were obtained. The Warden's quarters being thus taken away, a residence for him is now in course of construction. It is a three storey brick building, on stone foundation, with partitions, floors and roof of



wood. On 6th February, 1866, a contract was entered into with Messrs. Garth & Co., for a hot water heating apparatus for this building, for the sum of \$1,700.00, and at the close of the fiscal year it was being put in. On the 6th August, 1885, a contract was entered into with the Vulcan Iron Company for iron work for the Penitentiary, for the sum of \$4,853.00. The windows of the first and second floors of the altered portion have been strengthened with iron bars, and iron barriers, with gates, put up to separate the administrative from the prison portion of the building. During the fiscal year a brick block on a stone foundation, 80 by 24 feet, has been built and divided into six tenements for guards. A wooden building, 40 by 20 feet, and one storey high, has also been erected for use as a meat and slaughter house. Expenditure during the fiscal year, \$44,177.56. Total expenditure on this building, \$305,639.28 for construction; and \$5,054.41 for repairs.

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### WINNIPEG.

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Winnipeg the Capital of Manitoba, and forming the Electoral District of Winnipeg, is situated at the confluence of the Red and Assiniboine Rivers.

#### ARCHITECT'S OFFICE.

During the fiscal year the sum of \$1,042.35 was spent for rent and repairs. Total expenditure, \$4,038.85.

#### DOMINION LANDS OFFICE.

During the fiscal year the sum of \$473.59 has been expended on repairs. Total expenditure on this building, \$16,426.41 for construction; and \$5,421.76 for repairs.

#### DRILL HALL.

At the Session of 1885 the sum of \$9,500.00 was voted to continue work on this building, and the unexpended balance of the contribution of the City of Winnipeg was carried forward. The building was completed and occupied early in the fiscal year. Expenditure, \$11,111.89. Total expenditure on this building, \$23,127.16.

#### IMMIGRANT STATION.

With the unexpended balance of appropriation for 1884-85 carried forward some repairs were made at a cost of \$86.73. Total expenditure on this building, \$28,685.08 for construction; and \$86.73 for repairs.

#### LIEUT. GOVERNOR'S RESIDENCE.

Out of the unexpended balance of appropriation for 1884-85, the sum of \$120.10 has been spent during the fiscal year. Total expenditure on this building, \$89,325.00.

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PARLIAMENT BUILDINGS.

The works referred to in last year's report have been completed. Expenditure during the fiscal year, \$417,56. Total expenditure on this building, \$190,364.14.

## POST OFFICE (NEW):

At the Session of 1885 the sum of \$50,000.00 was voted towards the completion of this building, a full description of which will be found in my report for 1883-84, and at the Session of 1886 a further grant of \$30,000.00 was made. On 6th February, 1886, a contract was entered into with Messrs. Garth & Co., for a hot water heating apparatus for the sum of \$5,680.00; and on 21st June, 1886, a contract was entered into with Mr. John Fensom for an hydraulic hoist for the sum of \$5,000.00. Work has been steadily prosecuted on this building and at the close of the fiscal year it was expected that it would be fitted up, furnished and occupied about Christmas. Expenditure during the fiscal year, \$73,873.20. Total expenditure on this building, \$152,076.95.

## POWDER MAGAZINE.

Out of the unexpended balance of appropriation for 1884-85 carried forward the sum of \$150.00 has been spent. Total expenditure on this building, \$6,808.45.

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NORTH-WEST TERRITORIES.

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BATTLEFORD.

Battleford, in the District of Saskatchewan, is situated on the north-west branch of the River Saskatchewan, about 250 miles north of Swift Current, which is 511 miles west of Winnipeg by Canadian Pacific Railway.

## IMMIGRANT SHED.

During the fiscal year the sum of \$100.00 has been spent on repairs to this building.

## MOUNTED POLICE BARRACKS.

During the fiscal year the sum of \$7,567.37 was spent for lumber with which to build new barracks for the North-West Mounted Police.

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CALGARY.

Calgary, in the District of Alberta, is situated on the Bow River, 839 miles west of Winnipeg, by the Canadian Pacific Railway.

[1886]

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COURT HOUSE.

During the year the sum of \$807.17 has been expended in fitting up a portion of the Immigrant Shed as a Court House.

## IMMIGRANT SHED.

With the unexpended balance of appropriation carried forward from 1884-85 this building, which is fully described in last year's report, has been completed and occupied. Expenditure during the fiscal year, \$301.95. Total expenditure on this building, \$5,186.50.

## MOUNTED POLICE BARRACKS.

During the year the sum of \$209.10 has been spent on repairs to these buildings.

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FORT QU'APPELLE.

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Fort Qu'Appelle, in the District of Assiniboia, is situated on the Qu'Appelle River, 20 miles from Qu'Appelle Station on the Canadian Pacific Railway.

With the unexpended balance of appropriation for 1884-85, carried forward, the attic of the Indian Industrial School at this place, a full description of which will be found in my report for 1883-84, has been finished for a dormitory, and a portion of the land surrounding the school has been fenced in. Expenditure, \$1,421.13. Total expenditure on this building, \$17,420.03.

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HIGH RIVER.

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High River, in Alberta District, is about 38 miles from Calgary.

With the unexpended balance of appropriation for 1884-85, carried forward, the attic of the Indian Industrial School at this place, a full description of which will be found in my report for 1883-84 has been finished for a dormitory, and a portion of the land surrounding the school has been fenced in. Expenditure, \$1,298.50. Total expenditure on this building, \$17,891.65.

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MEDICINE HAT.

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Medicine Hat, in the District of Assiniboia, is on the main line of the Canadian Pacific Railway, 660 miles west of Winnipeg.



With the unexpended balance of appropriation for 1884-85 carried forward this building, which was described in last year's report, has been completed and occupied. Expenditure, \$377.80. Total expenditure on this building, \$6,137.78.

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### PRINCE ALBERT.

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Prince Albert, in the District of Saskatchewan, is situated on the Saskatchewan River, about 200 miles north-west of Qu'Appelle, the nearest station on the Canadian Pacific Railway.

At the Session of 1885 the sum of \$20,000.00 was voted for the purpose of providing a Court House and Jail for this district. A contract was entered into on 22nd January, 1886, with T. Doddridge for the sum of \$18,596.00, and the work was progressing at the close of the fiscal year. The building will be of brick, on stone foundation, two storeys high, 83 by 33 feet. The Court House proper will be 51 by 33 feet, divided by wooden partitions and containing offices for the Sheriff, Registrar, Clerk of the Peace and Jailer, and two apartments for the Caretaker. On the first floor will be the Court Room, 20 by 31 feet, the Clerk of the Court's Office, and rooms for judge, jury and witnesses. The prison portion measure 32 feet by 33 feet and will contain two tiers of ten brick cells each. Expenditure during the fiscal year, \$595.63.

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### PUBLIC BUILDINGS GENERALLY, N. W. T.

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At the Session of 1885 the sum of \$5,000.00 was voted for the maintenance and repairs of Public Buildings generally in the North-West, and during the year the sum of \$2,734.96 has been expended.

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### QU'APPELLE STATION.

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Qu'Appelle Station, in the District of Assiniboia, is on the main line of the Canadian Pacific Railway, 324 miles west of Winnipeg.

During the year the sum of \$377.99 was spent for repairs to the Immigrant Shed at this place. Total expenditure, \$12,305.15 for construction; and \$516.94 for repairs.

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REGINA.

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Regina, the Capital of the North-West Territories, is in the District of Assiniboia, 356 miles west of Winnipeg by Canadian Pacific Railway.

## COUNCIL CHAMBER.

During the fiscal year this building has been brick-veneered, some alterations made and some repairing done. Expenditure, \$4,483.36.

## COURT HOUSE.

During the fiscal year the sum of \$1,673.99 has been spent for fencing in, altering and fitting this building.

## DOMINION LANDS OFFICE.

During the year the sum of \$329.41 has been spent for alterations and repairs.

## INDIAN OFFICE.

During the fiscal year this building has been painted at a cost of \$550.00.

## INDIAN OFFICES (NEW).

At the Session of 1885 the sum of \$6,000.00 was granted for the purpose of erecting new Indian Offices; but up to the close of the fiscal year a site had not been obtained, and no expenditure had taken place.

## JAIL AND LUNATIC ASYLUM.

At the Session of 1885 the sum of \$15,000.00 was voted towards the completion of this building, a full description of which will be found in last year's report; at the Session of 1886 a further sum of \$11,500.00 was granted, and the unexpended balance of appropriation for 1884-85, \$5,640.00, was carried forward, so that the whole amount available was \$32,140.00. On 19th October, 1885, a contract was entered into with Messrs. J. E. Gelley & Co., for the iron work needed in connection with this building, for the sum of \$4,991.00. The building has been completed and occupied. Expenditure during the fiscal year, \$31,975.73. Total expenditure on this building, \$44,922.59.

## LIEUT. GOVERNOR'S RESIDENCE.

During the fiscal year the sum of \$412.53 has been spent on repairs to this building.

## MOUNTED POLICE BARRACKS.

The sum of \$360.00 was spent for repairs during the fiscal year.

## POST OFFICE.

At the Session of 1885 the sum of \$6,000.00 was voted to continue work on this building, a full description of which will be found in last year's report; and during the year the building has been completed, fitted up and occupied. Expenditure during fiscal year, \$6,319.64. Total expenditure, \$6,453.71.

[1886]

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RIDING AND DRILL HALL.

A portion of the vote of \$75,000.00 for increased accommodation for the North-West Mounted Police being intended for providing a Riding and Drill Hall for the force, tenders were invited, and, on 4th November, 1885, a contract was entered into with Messrs. J. E. Gelley & Co. for the erection of the building, for the sum of \$24,100.00. Work on the building has been steadily carried on, and at the close of the fiscal year it was expected that it would be completed and occupied during the autumn. The building is of wood, and is 123 feet 4 inches by 220 feet. It consists of a riding hall 73 by 190 feet, which is flanked on one side by a waggon shed 190 feet by 25 feet, and on the other by harness room, saddle rooms, gun room, armoury dressing room and store room. In front of the riding hall is a drill hall 73 by 25 feet. Expenditure during the fiscal year, \$26,131.43.

## WATER SUPPLY, PUBLIC BUILDINGS.

At the Session of 1886 the sum of \$6,000.00 was voted for the purpose of building a dam to form a reservoir to ensure a constant supply of water for the Public Buildings, and during the fiscal year the sum of \$4,500.00 has been expended for that purpose.

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SASKATCHEWAN RIVER.

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The Saskatchewan River rises in the Rocky Mountains, and after a course of about 1,200 miles empties into Lake Winnipeg.

At the Session of 1885 the sum \$10,000.00 was voted to carry on the work of improving the navigation of this river referred to in last year's report as being in progress, and during the year the sum of \$6,515.92 has been spent on an examination of the stream from Edmonton to the Forks. Total expenditure on this river, \$33,620.63.

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PROVINCE OF BRITISH COLUMBIA.

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ESQUIMALT.

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Esquimalt, in the Electoral District of Victoria, is situated on the Strait of San Juan de Fuca, about 3 miles from the City of Victoria.

At the Session of 1885 the sum of \$400,000.00 was voted towards the completion of the Graving Dock at this place mentioned in last year's report as being under contract; and work has been prosecuted in such a manner that the dock was  
[1886] cix



nearing completion at the close of the fiscal year. On the 10th July, 1885, a contract was entered into with the Dominion Bridge Company for a wrought iron caisson for the sum of \$50,200.00, and during the fiscal year it had been delivered and built into the dock. Expenditure during the fiscal year \$363,632.37. Total expenditure on this work, \$851,110.53

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#### COWICHAN RIVER.

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During the fiscal year the further sum of \$599.98 has been expended on improving the navigation of this river. Total expenditure, \$3,819.72.

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#### FRASER RIVER.

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The Fraser, the largest river in British Columbia, rises in the Rocky Mountains, and after a course of about 700 miles empties into the Gulf of Georgia.

From the 9th March to 22nd May, 1886, the dredge worked opposite Ladner's Landing, improving the channel of the river, and removed 14,370 cubic yards of sand. Expenditure during the fiscal year, \$7,578.26. Total expenditure since Confederation, \$59,611.54.

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#### NANAIMO.

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Nanaimo, in the Electoral District of Vancouver, is on the eastern coast of Vancouver Island, on the Gulf of Georgia, 70 miles from Victoria.

During the year the sum of \$49.15 has been spent on repairs to the Public Building. Total expenditure on this building, \$33,203.48.

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#### NEW WESTMINSTER.

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New Westminster, in the Electoral District of the same name, is situated on the north bank of the Fraser River, about 75 miles from Victoria.

#### PENITENTIARY.

At the Session of 1885 the sum of \$52,500.00 was voted for additions and alterations to this building. On 29th April, 1886, a contract was entered into with  
[1886]

Messrs. Scoullar & Co. for the erection of three pairs of semi-detached cottages for guards, and at the close of the fiscal year it was expected that they would be completed and occupied in the autumn. A permanent water service including cast iron mains was put in. On the 25th May, 1886, half an acre of ground, part of Lot 5, Block N, suburbs of New Westminster, was purchased for the sum of \$600.00 for use as a cemetery for convicts. Expenditure during the fiscal year, \$8,557.81. Total expenditure, \$198,302.52.

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PUBLIC BUILDING.

During the fiscal year the sum of \$642.65 was spent on alterations and repairs to the Post Office. Total expenditure on this building, \$25,811.18 for construction; and \$900.90 for repairs.

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NICOMEKLE RIVER.

At the Session of 1885 the sum of \$1,000.00 was voted towards the improvement of the navigation of this river, and during the year a contract was entered into with Messrs. Hall & Bunster for the excavation of a ditch, for the sum of \$690.00. The snag boat "Samson" worked here for a while removing snags. Expenditure, \$962.48, which is the only expenditure on this river.

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VICTORIA.

Victoria, the Capital of British Columbia, is situated at the south-east extremity of Vancouver Island, and forms an Electoral District returning two members.

CUSTOM HOUSE.

During the year the sum of \$209.10 has been spent for repairs. Total expenditure on this building, \$39,164.76 for construction and \$1,297.44 for repairs.

HARBOUR.

At the Session of 1885 the sum of \$7,500.00 was voted towards the removal of "Dredger Rock," and on 13th November, 1885, a contract for the work was entered into with Mr. Charles Hayward for the sum of \$14,973.00. At the close of the fiscal year considerable progress had been made with the work. Expenditure, \$4,553.45. The work of dredging the upper end of the harbour was continued from 1st July, 1885, to 9th March, 1886, during which time 57,609 cubic yards of mud and clay were removed at a cost of \$7,401.38. Total expenditure on this harbour since Confederation, \$123,179.36.

## IMMIGRANT BUILDING.

The unexpended appropriation of \$8,000.00 for this building was carried forward from 1884-85 ; and, on 25th September, 1885, a contract was entered into with Mr. R. R. McLennan for the erection of the building, on a portion of the Songhis Indian Reserve, for the sum of \$4,725.00. After work was commenced objection was made to the station being located on the Indian Reserve, and work was stopped and the contractor settled with. Expenditure, \$3,030.23.

## POST OFFICE.

During the year the sum of \$1,507.45 has been expended on additions, alterations and repairs to this building. Total expenditure, \$40,701.81 for construction ; and \$7,289.43 for repairs.

## QUARANTINE STATION.

At the Session of 1885 the sum of \$5,500.00 was voted towards the completion of this building, at Albert Head, which was described in last year's report. During the year sheds, offices, stables, &c., have been supplied, and at the close of the fiscal year the work of grading a road from the highway to the hospital was being proceeded with. Expenditure, \$2,670.30. Total expenditure on this building, \$10,790.28.

## PUBLIC BUILDINGS GENERALLY.

At the Session of 1885 the usual sum of \$15,000.00 was voted to pay salaries, travelling expenses, &c., in connection with the Chief Architect's staff, and during the year the sum of \$12,725.62 has been expended.

## CIVIL SERVICE EXAMINATIONS.

During the year examinations for admission to the Civil Service were held in the various cities of the Dominion, as required by the Civil Service Act of 1882; and the following amounts, for expenses incurred in connection with buildings in which examinations were held, were paid by this Department:—

Montreal.....	\$ 8 00
Quebec.....	91 38
Kingston .....	12 47
Ottawa (including rent of offices for the Board).....	360 00
Toronto.....	155 04

Total ..... \$626 89



## HEATING DOMINION BUILDINGS.

:—

At the Session of 1885 the sum of \$38,100.00 was voted for heating Dominion Buildings, and the sum of \$33,622.80 has been expended. The following statement shows the amount appropriated and amount expended by Provinces:—

	Appropriation.	Expenditure.
Nova Scotia.....	\$ 2,300 00	\$ 1,503 83
Prince Edward Island .....	1,300 00	646 76
New Brunswick.....	6,000 00	4,656 11
Quebec .....	13,100 00	10,526 94
Ontario.....	11,600 00	10,756 59
Manitoba.....	2,700 00	2,903 18
North-West Territories.....	400 00	1,152 17
British Columbia.....	700 00	492 57
Generally .....	.....	1,484 30
<b>Total.....</b>	<b>\$38,100 00</b>	<b>\$33,622 80</b>

## SALARIES OF ENGINEERS, FIREMEN, &c.

At the Session of 1885 the sum of \$35,000.00 was voted to pay the salaries of Engineers, Firemen, and Caretakers employed in Public Buildings throughout the Dominion, a list of whom, with salaries, &c., will be found in Appendix No. 3, pages 37-40, and the unexpended balance of appropriation for 1884-85 was carried forward. During the year the sum \$30,308.37 has been spent. The following statement shows amount appropriated and amount expended by Provinces:

	Appropriation.	Expenditure.
Nova Scotia.....	\$ 3,700 00	\$ 2,953 50
Prince Edward Island.....	3,000 00	1,771 35
New Brunswick.....	8,200 00	4,563 03
Quebec.....	8,700 00	6,128 10
Ontario.....	15,377 76	13,197 28
Manitoba .....	.....	.....
North-West Territories.....	400 00	495 00
British Columbia.....	1,200 00	1,200 00
	<b>\$40,577 76</b>	<b>\$30,308 27</b>

## DREDGES.

At the Session of 1885 the sum of \$20,000.00 was voted for repairs to dredge vessels, and \$7,400.00 for new dredging plant; the unexpended balances of appropriations for 1884-85, \$3,060.41 and \$8,575.30 respectively were carried forward, so that the total amount available was \$39,035.71. The expenditure has been \$17,916.14 for repairs, and \$12,675.17 for new dredging plant. A full description of the work done by each dredge will be found in Appendix No. 5, pages 68-73, and Appendix No. 6, pages 97-100, contains a list of the dredging plant belonging to the Department.

## SURVEYS AND EXAMINATIONS.

At the Session of 1885 the sum of \$20,000.00 was voted for Surveys and Examinations, and at the Session of 1886 a further amount of \$5,000.00 was granted. During the year surveys or examinations have been made at 111 places, a list of which will be found in Appendix No. 5, pages 66-68.

## SLIDES AND BOOMS.

At the Session of 1885 the sum of \$131,750.00 was voted for the construction, repairs and maintenance of the Dominion Slides and Booms; at the Session of 1886 the further sum of \$7,871.00 was granted, and the unexpended balance of appropriations for 1884-85, amounting to \$27,878.99, were carried forward, so that the total amount available was \$167,499.99. In Appendix No. 12, pages 127-130, will be found a statement of the staff employed on the various slides and booms; and the following table shows the amount expended during the fiscal year in each district:—

District.	Construc- tion.	Repairs.	Staff and Main- tenance.	Total.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Saguenay District.....	6,771 35	860 61	1,370 06	9,002 02
St. Maurice do .....	9,343 72	14,316 58	18,698 12	42,358 42
Ottawa do .....	32,645 95	13,149 19	22,733 81	68,528 95
Newcastle do .....	.....	7,058 22	2,523 10	9,581 32
Generally .....	.....	.....	.....	.....
Total .....	48,761 02	35,384 60	45,325 09	129,470 71

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**SAGUENAY DISTRICT.**

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The slide and booms to facilitate the descent of timber from Lake St. John to the River Saguenay are situated on La Petite Décharge, the smaller of the two outlets from the lake to the river. The slide is 5,840 feet long, and the booms 1,344 feet.

During the fiscal year, dams Nos. 1, 2, 3 and 4 were repaired and other work done, a description of which will be in Appendix No. 8, pages 105-108.

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**ST. MAURICE DISTRICT.**

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The works on the St. Maurice are situated at seven stations, from the mouth of the river to La Tuque Falls, a distance of 100 miles; and there are also two stations on the Vermillion River, a tributary of the St. Maurice.

The breaking up of the ice this spring caused considerable damage to the works in this district, three piers being carried away and several others damaged. The output of logs was larger than last year, and the "drive" was made with facility and without any serious loss of timber. Full particulars of repairs made, &c., will be found in Appendix No. 9, pages 109-112.

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**OTTAWA DISTRICT.**

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This district embraces the Ottawa River and its tributaries, the Gatineau, Madawaska, Coulange, Black, Petewawa and Dumoine Rivers. There are in it altogether eighty-three stations, and the works for facilitating the descent of timber aggregate about one mile of canal, over three miles of slides, nearly thirteen miles of booms and over seventeen thousand lineal feet of dams, with bulkheads, piers, glance piers, &c., in proportion.

The main timber "drives" of 1885 were, for the most part, successfully handled, and only a small percentage was detained in its passage down the Ottawa and its tributaries. During the autumn, after the bulk of the timber had passed, the slide and dam foundations were examined, and such repairs as were required made. A full description of the work done at the different stations will be found in Appendix No. 10, pages 113-120.



## NEWCASTLE DISTRICT.

The works in this district are of two classes: those connected with navigation, which are under the control of the Department of Railways and Canals, and those constructed to facilitate the descent of timber down the River Trent and its tributaries, which are under the control of the Department of Public Works.

On account of the early opening of spring and the extraordinary high water, the bulk of the timber in this district reached its destination much earlier than usual. The spring opened, and the water reached its height some three weeks earlier than ordinarily. The quantity of timber brought down this year was greater than usual. A full description of repairs made, &c., will be found in Appendix No. 11, pages 121-126.

## ROADS AND BRIDGES.

At the Session of 1885 the sum of \$14,600.00 was voted for the construction, repairs and maintenance of such roads and bridges as are under the control of this Department; at the Session of 1886 the further grant of \$11,174.50 was made, and the unexpended balances of appropriations for 1884-85, \$17,734.76, were carried forward, so that the whole amount available was \$43,509.26. The following table shows amount available, amount lapsed and amount expended, by Provinces:—

	Amount available.	Lapsed on 20th Sept., 1885.	Expended in fiscal year, 1885-86.
New Brunswick.....	\$ 600 00	.....	.....
Quebec .....	7,204 63	.....	5,826 00
Ontario .....	7,204 63	.....	5,826 01
North-West Territories.....	28,500 00	17,350 00	10,354 40
Total.....	<u>\$43,509 26</u>	<u>\$17,350 00</u>	<u>\$22,006 41</u>

## ROADS.

### ORDNANCE LANDS, GRAND FALLS, N. B.

At the Session of 1885 the sum of \$600.00 was voted towards roads on Ordnance Lands at Grand Falls, N. B., but up to the close of the fiscal year no expenditure had taken place.

**TÉMISCOUATA ROAD.**

During the fall of 1885, repairs were made to the main bridge, 25 culverts were renewed, and 7 culverts were repaired. Expenditure during the fiscal year, \$1,003.39.

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**BRIDGES.**

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**BATTLE RIVER.**

The unexpended appropriation of \$5,000.00 for building a bridge over the Battle River at Battleford, N.W.T., was carried forward; but only the small sum of \$150.00 was expended, and the balance of the appropriation lapsed.

**CALUMET CHANNEL BRIDGE.**

At the Session of 1885 the sum of \$4,000.00 was voted to aid the Municipalities of Calumet and Bryson towards the construction of a high level suspension bridge over the Calumet Channel, Ottawa River; and during the fiscal year the sum of \$1,000.00 has been paid.

**DES JOACHIMS.**

At the Session of 1885 the sum of \$4,000.00 was voted towards the completion of this interprovincial bridge; and at the Session of 1886 a further grant of \$1,174.50 was made. The bridge is completed and in use. Expenditure during the fiscal year, \$5,411.50.

**ELBOW RIVER.**

At the Session of 1885 the sum of \$1,000.00 was voted towards the construction of a bridge over the Elbow River at Calgary, N.W.T.; but up to the close of the fiscal year no expenditure had taken place.

**OLD MAN'S RIVER.**

The appropriation for 1884-85, \$2,500.00, voted towards the construction of a bridge over the Old Man's River at Fort McLeod, N.W.T., on the condition that the local authorities granted a similar amount, was carried forward; but no action was taken by the local authorities, and the vote lapsed on the 30th September, 1885.

**PORTAGE DU FORT.**

At the Session of 1885, the sum of \$5,000,000 was voted to continue the repairs to the bridge across the Ottawa River at this place mentioned in last year's report as being in progress, and the unexpended balance of appropriation for 1884-85 was carried forward. During the year extensive repairs were made to some of the piers and to the abutment on the Ontario side. Two piers were partially rebuilt and filled with stone and two spans of 60 feet on the Ontario side were built. Expenditure \$5,240.51.

## RUSSELL.

At the Session of 1886 the sum of \$10,000.00 was voted to revive a lapsed sum of a like amount voted in 1885 to assist the Corporation of Russell, Manitoba, in building a bridge over the Assiniboine River. During the year the bridge has been completed, inspected and approved by an officer of the Department and the subsidy paid.

## TELEGRAPHS.

At the Session of 1885 the sum of \$133,150.00 was voted for the construction, repairs, maintenance and working expenses of the Government telegraph lines under the control of this Department; at the Session of 1886 a further grant of \$15,000.00 was made, and the sum of \$21,366.61 was carried forward from 1884-85, making a total of \$169,516.61 available. Of this sum \$8,802.68 lapsed on 30th September, 1885, the expenditure was \$119,411.80, and the balance remained unexpended on 30th June, 1886. The following statement shows the total amount available for each section, the amount lapsed and the amount expended :—

	Total Amount Available.	Lapsed on 30th September, 1885.	Expended in Fiscal Year 1885-86.
Gulf of St. Lawrence and Maritime Provinces.....	\$30,873 46	\$4,222 82	\$19,741 88
North Shore' St. Lawrence.	6,635 22	.....	4,262 11
Quebec to Grosse Ile Quar- antine Station.....	2,570 33	.....	2,709 17
Amherst Island, Bay of Quinté, to Bath, Ont.....	1,500 00	.....	1,868 86
Manitoba and North-West Territories .....	73,330 64	596 05	45,829 26
British Columbia.....	45,106 96	3,983 81	36,416 33
Generally .....	9,500 00	.....	8,584 19
	<u>\$169,516 61</u>	<u>\$8,802,68</u>	<u>\$119,411 80</u>

## GULF OF THE ST. LAWRENCE AND MARITIME PROVINCES.

The main cable connecting Cape Breton with the Magdalen Islands and Bird Rock was broken on the 27th December, 1885, by friction upon a rocky reef in 15  
 cxviii [1886]



fathoms of water,  $11\frac{1}{2}$  miles from Coffin Island. The Bird Rock cable was also interrupted, the shore end being damaged by a heavy mass of rock falling upon it during a storm on the 23rd March, 1886. Both these cables have been repaired. The other cables and land lines have been well maintained during the year.

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#### NORTH SHORE OF THE ST. LAWRENCE.

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These lines have been maintained with little interruption during the year, since repairing the line to Manicouagan (14 miles) which was destroyed by a storm, last year. No construction was done during the fiscal year, but since its close 45 miles have been built, and the line now extends  $430\frac{1}{2}$  miles below Murray Bay.

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#### QUEBEC TO GROSSE ILE.

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The land lines and cables connecting Grosse Ile Quarantine Station with the Island of Orleans—46 miles land line, and 6 miles cable—remained in effective working order during the autumn of 1885. The section of cable between Grosse Ile and the Island of Orleans was taken up on the 18th November, 1885, and stored for the winter and relaid on 22nd May, 1886. Uninterrupted communication has been maintained between Quebec and the Island of Orleans.

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#### AMHERST ISLAND, ONT.

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At the Session of 1885 the sum of \$1,500.00 was voted for the purpose of establishing electrical communication between Amherst Island and Bath, Ont., and during the year the line has been built. The connection comprises  $6\frac{3}{4}$  miles of land and  $1\frac{1}{2}$  miles cables. The poles for the land line sections were supplied by the inhabitants of Amherst Island. This line is operated by telephones.

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#### NORTH-WEST TERRITORIES.

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The land line between Qu'Appelle and Edmonton, *via* Battleford, has been very much interrupted by prairie fires, one fire destroying 40 miles of poles. The construction of a new line from Battleford to Edmonton, *via* Fort Pitt, is now being  
[1886] cxix

proceeded with. On the section from Battleford to Fort Pitt—90 miles—wrought iron tubular poles will be used. The line between Dunmore and Fort McLeod—136 miles—has been leased to the North-West Coal and Navigation Company, they agreeing to maintain it and pay to the Government five per cent. interest on the cost of construction.

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### BRITISH COLUMBIA.

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The land lines and cables between Victoria and Barkerville, with branch lines and cables to Kamloops, Ladner's Landing and Port Moody—678 miles land lines and 24 miles cables—have been maintained in operation, and the line to Dungeness, W. T.—2½ miles land line, 17 miles cable—is now in working order. This connection was interrupted by a break in the cable off Clover Point, from 2nd December, 1885, till 19th June, 1886.

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### RATES ON GOVERNMENT TELEGRAPH LINES.

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On page 188, Appendix 19, will be found a table giving the rates charged on Government telegraph lines.

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### ARBITRATION AND AWARDS.

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At the Session of 1885 the sum of \$5,000.00 was voted, as usual, to meet one-half of the expense of the Board of Official Arbitrators—the other half being paid by the Department of Railways and Canals. The Report of the Secretary of the Board will be found in Appendix No. 23. Expenditure during the fiscal year, \$3,378.38.

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### LIST OF ENGINEERS, FIREMEN, &c.

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In Appendix No. 3, pages 37–40, will be found a list of the Engineers, Firemen and Caretakers employed in Public Buildings throughout the Dominion; and in Appendix No. 1, pages 9–10, will be found details of the expenditure at each place.

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## STATEMENT OF DREDGING PLANT.

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Appendix No. 6, pages 97-100, contains a statement showing the number of dredges, dredge tugs and scows owned by this Department, with the cost of construction, number of crews, average wages per month, &c.

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## QUEBEC HARBOUR IMPROVEMENTS.

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In Appendix No. 7, pages 101-104, will be found the report of the Quebec Harbour Commissioners on the harbour improvements at Quebec and the Graving Dock at Lévis.

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## SHIP CHANNEL BETWEEN MONTREAL AND QUEBEC.

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By the Act 46 Vic., chap. 38, assented to 25th May, 1883, authority was given to advance to the Montreal Harbour Commissioners the further sum of \$900,000.00 to enable them to continue the deepening of the ship channel between Montreal and Quebec, so as to obtain a depth of  $27\frac{1}{2}$  feet at low water. Dredging was commenced on the 14th of June, 1883, and the result of the year's operation will be found in Appendix No. 28.

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## STAFF EMPLOYED ON SLIDES AND BOOMS.

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Appendix No. 12, pages 127-130, contains a list of the staff employed on the different slides and booms, giving date of appointment, salary, &c.

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## GOVERNMENT PIERS AND WHARVES.

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Appendix No. 14, pages 139-146 contains a statement of the Government piers and wharves in Ontario and Quebec, showing their location, dimensions, &c.

[1886]



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## OPENING AND CLOSING OF NAVIGATION.

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Appendix No. 15, pages 147-150, contains tabular statements showing the dates of the opening and closing of navigation for a series of years, at the principal ports of Canada, on the seaboard and on the Gulf and River St. Lawrence, and the Great Lakes; as well as the ports which are always open.

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## ARRIVALS FROM SEA, &c.

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In Appendices Nos. 16, 17 and 18, pages 151-164, will be found statements of the number of vessels which have arrived from sea, from 1868 to 1885, at Halifax, St. John, Charlottetown, Quebec, Montreal and Victoria; the number and tonnage of vessels constructed at the principal ship-building ports of Canada, from 1868 to 1885, and the number of vessels wrecked on the sea-coast and in the Gulf, River and Lakes of the St. Lawrence, from 1868 to 1885.

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## CONTRACTS, PROPERTY PURCHASED, &c.

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Appendix No. 20 contains statements of the contracts entered into by the Department; of property purchased by the Department, and of property eased by or to the Department, during the fiscal year.

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## ACTS RELATING TO PUBLIC WORKS.

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Appendix No. 21 contains a list of some of the Public Acts of the Parliament of Canada, passed at the Session of 1886, and having reference to the Public Works Department or works under its charge.

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## TABLES OF DISTANCES, &c.

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Appendix No. 24 contains a number of tables relating to the inland navigation of Canada, ocean routes to foreign countries, Canadian land routes to the seaboard, [1886]

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Government railways and telegraph lines, &c., &c. The fourth part of this Appendix contains some carefully prepared tables showing the distances by Canadian railways. From those tables it appears that the longest railway route through Canadian territory, from ocean to ocean, is shorter than the shortest route through American territory.

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### DEPARTMENTAL STAFF.

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Appendix No. 25 contains a list of the Members, Commissioners and Assistant Commissioners of the Board of Works of the Province of Canada from 1841 to 1867; and of the Ministers, Deputy Ministers, Secretaries, Chief Engineers and Chief Architects of the Department of Public Works, from Confederation to 30th June, 1886.

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### OFFICIAL CORRESPONDENCE.

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Appendix No. 26 contains a statement of the official correspondence of the Department from 1867 to 30th June, 1886.

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### EXPENDITURE ON PUBLIC WORKS.

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Appendix No. 27 contains summary statements of the expenditure on public works by Provincial Governments prior to Confederation, and from Government and other sources from Confederation to 30th June, 1886, the amount expended in each Province; the expenditure on works authorized by special Acts of Parliament, and the cost of the Parliament and Departmental Buildings, Ottawa.

Respectfully submitted,

HECTOR L. LANGEVIN,

*Minister of Public Works.*

OTTAWA, 1st December, 1886.





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## APPENDICES.

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APPENDIX No. 1.

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STATEMENT OF EXPENDITURE

DURING FISCAL YEAR ENDED 30TH JUNE, 1886.

BY

O. DIONNE, ACCOUNTANT.

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Ref. No. 71,926.

## APPENDIX No. I.

STATEMENT showing the Amount expended by the Department of Public Works,  
Dominion of Canada, during the Year ended 30th June, 1886.

Name of Work.	Con- struction.	Repairs.	Staff and Maintenance	Total.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
<b>PUBLIC BUILDINGS.</b>				
GENERALLY .....	12,725 62			12,725 62
<i>Nova Scotia.</i>				
Amherst Post Office, &c .....	19,365 18			19,365 18
Antigonish do .....		87 39		87 39
Arichat do .....		418 69		418 69
Baddeck do .....	6,921 55			6,921 55
Bridgewater Savings Bank .....		125 00		125 00
Halifax Appraiser's Office .....		583 33		583 33
do Dominion Building .....	11,038 62	902 09		11,940 71
do Examining Warehouse .....	1,897 88			1,897 88
New Glasgow Post Office, &c .....	17,492 12			17,492 12
North Sydney do .....	2,539 81			2,539 81
Pictou Custom House .....		536 07		536 07
do Marine Hospital .....		16 60		16 60
Sydney (South) Post Office, &c .....	1,500 00			1,500 00
do Quarantine Hospital .....	1,550 75			1,550 75
Turo Post Office, &c .....	10,364 39			10,364 39
Windsor do .....	8,311 43			8,311 43
Yarmouth do .....	20,913 50			20,913 50
<i>Prince Edward Island.</i>				
Charlottetown Dominion Building (New) .....	51,100 05			51,100 05
do do (Temporary) .....		4,493 38		4,493 38
Montague Post Office, &c .....	196 33			196 33
Northumberland Strait Mail Service Buildings (half expenditure) .....	303 61			303 61
Summerside Post Office, &c .....	15,316 00	28 60		15,344 60
<i>New Brunswick.</i>				
St. John's Post Office, &c .....	11,402 15			11,402 15
St. John, Post Office, &c .....	284 60			284 60
St. John Penitentiary .....	22,161 37	140 00		22,301 37
St. John Barracks .....	557 01			557 01
do Military Buildings .....		142 50		142 50
do Post Office, &c .....		39 29		39 29
St. John do .....	17,147 38	22 05		17,169 43
St. John do .....	21,532 55			21,532 55
Northumberland Strait Mail Service Buildings (half expenditure) .....	303 62			303 62
Carried forward .....	254,925 52	7,534 99		262,460 51

[1886]

## APPENDIX No. 1—Continued.

Name of Work.	Con- struction.	Repairs.	Staff and Maintenance	Total.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Brought forward .....	254,925 52	7,534 99	.....	262,460 51
<b>PUBLIC BUILDINGS—Continued.</b>				
<i>New Brunswick—Concluded.</i>				
Portland Post Office, &c.....	.....	196 35	.....	196 35
St. John Custom House.....	2,347 65	334 92	.....	2,682 57
do Marine Hospital.....	1,989 73	.....	.....	1,989 73
do Penitentiary .....	.....	7 50	.....	7 50
do Post Office.....	315 90	213 61	.....	529 51
do Savings Bank .....	.....	55 46	.....	55 46
St. Stephen's Post Office, &c.....	15,300 14	.....	.....	15,300 14
Sussex do .....	.....	80 34	.....	80 34
Woodstock do .....	2,165 32	216 42	.....	2,381 74
<i>Quebec.</i>				
Chamblly Canal Office.....	.....	69 90	.....	69 90
Chicoutimi Marine Hospital .....	1,592 48	136 75	.....	1,729 23
Grosse Isle Quarantine Station.....	11,655 05	.....	.....	11,655 05
Hull Post Office, &c. (Old) .....	2,813 45	15 75	.....	2,829 20
do do (New) .....	760 43	.....	.....	760 43
Montreal Armouries.....	46,260 05	.....	.....	46,260 05
do Civil Service Examination Offices .....	.....	8 00	.....	8 00
do Custom House.....	.....	5,704 10	.....	5,704 10
do Drill Shed .....	29,210 01	25 00	.....	29,235 01
do Examining Warehouse.....	13,103 65	1,072 04	.....	14,175 69
do Inland Revenue Offices .....	.....	26 98	.....	26 98
do Post Office .....	.....	926 52	.....	926 52
do do (Old).....	.....	100 00	.....	100 00
Quebec Citadel Buildings.....	.....	1,801 77	.....	1,801 77
do Civil Service Examination Offices .....	.....	91 38	.....	91 38
do Clerk of Works Office .....	.....	26 00	.....	26 00
do Culler's Office.....	.....	685 00	.....	685 00
do Custom House .....	4,828 71	274 67	.....	5,103 38
do do (Old).....	.....	49 50	.....	49 50
do Drill Shed .....	35,527 40	.....	.....	35,527 40
do Examining Warehouse.....	12,089 32	.....	.....	12,089 32
do Gas Inspector's Office.....	.....	145 00	.....	145 00
do Immigrant Building.....	8,190 31	.....	.....	8,190 31
do Marine Hospital .....	529 62	1,853 15	.....	2,382 77
do Observatory .....	400 00	.....	.....	400 00
do Post Office .....	229 31	4,856 90	.....	5,086 21
do Queen's Wharf Buildings .....	469 18	.....	.....	469 18
do Weights and Measures Offices .....	.....	1,050 21	.....	1,050 21
Sherbrooke Post Office, &c.....	4,197 69	19 52	.....	4,217 21
Sorel do .....	14,203 50	.....	.....	14,203 50
St. John's Barracks .....	.....	156 65	.....	156 65
do Post Office, &c.....	.....	85 50	.....	85 50
St. Vincent de Paul Penitentiary.....	36,602 03	60 00	.....	36,662 03
Three Rivers Custom House .....	39 12	543 36	.....	582 48
do Post Office .....	1,026 08	988 51	.....	2,014 59
Valleyfield Inland Revenue Offices.....	1,600 00	.....	.....	1,600 00
<i>Ontario.</i>				
Amherstburg Post Office, &c .....	10,159 20	25 76	.....	10,184 96
Barrie do .....	15,427 58	13 91	.....	15,441 49
Carried forward .....	527 958 43	29,451 42	.....	557,409 85



## APPENDIX No. 1—Continued.

Name of Work.	Con- struction.	Repairs.	Staff and Maintenance	Total.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Brought forward .....	527,958 43	29,451 42	.....	557,409 85
PUBLIC BUILDINGS—Continued.				
Ontario—Continued.				
Belleville Post Office, &c.....	361 52	291 55	.....	653 07
Berlin do .....	15,941 10	25 30	.....	15,966 40
Brantford do .....	1,053 50	49 83	.....	1,103 33
Brockville do .....	14,051 09	77 80	.....	14,128 89
Chatham do .....	326 32	108 34	.....	434 66
Clifton do .....	5,073 21	62 11	.....	5,135 32
Cobourg do .....	668 50	.....	.....	668 50
Cornwall do .....	5,052 61	97 25	.....	5,149 86
Galt do .....	21,283 08	.....	.....	21,283 08
Gananoque Custom House .....	10 00	.....	.....	10 00
Guelph Post Office, &c.....	1,649 71	40 48	.....	1,690 19
Hamilton Custom House .....	.....	416 00	.....	416 00
do Immigrant Building .....	363 39	.....	.....	363 99
do Post Office, &c .....	66,791 14	.....	.....	66,791 14
Kingston Civil Service Examination Offices .....	.....	12 47	.....	12 47
do Custom House.....	.....	51 13	.....	51 13
do Military College.....	.....	14 00	.....	14 00
do Penitentiary.....	21,205 26	180 00	.....	21,385 26
do Post Office .....	2,061 78	190 19	.....	2,251 97
do Public Buildings .....	.....	186 94	.....	186 94
London Custom House.....	5,549 65	1,459 46	.....	7,009 11
do Examining Warehouse (temporary offices) .....	.....	167 22	.....	167 22
do Infantry School.....	8,266 64	.....	.....	8,266 64
do Post Office.....	.....	696 57	.....	696 57
Orangeville Post Office, &c.....	12,947 77	.....	.....	12,947 77
Ottawa Civil Service Examination Offices.....	.....	360 00	.....	360 00
do Examining Warehouse (Rented Building) .....	.....	600 00	.....	600 00
do Geological Museum.....	1,115 36	297 47	.....	1,412 83
do National Art Gallery.....	.....	871 04	638 75	1,509 79
do Nepean Point .....	.....	80 64	.....	80 64
do Post Office.....	4,872 09	136 01	.....	5,008 10
do Public Buildings .....	3,340 63	158,338 18	.....	161,678 81
do do Renewals, &c.....	2,425 70	.....	.....	2,425 70
do do Gas.....	.....	.....	32,869 30	32,869 30
do do Grounds.....	.....	.....	13,439 72	13,439 72
do do Heating.....	.....	.....	55,390 93	55,390 93
do do Removal of Snow .....	.....	.....	1,194 41	1,194 41
do do Telephonic Service.....	.....	.....	3,809 64	3,809 64
do do Water.....	.....	.....	15,394 25	15,394 25
do do Wellington Street Block.....	117,346 25	.....	.....	117,346 25
do Supreme Court.....	.....	75 00	.....	75 00
Owen Sound Inland Revenue Office.....	.....	160 50	.....	160 50
Peterborough Post Office, &c.....	12,024 22	.....	.....	12,024 22
Port Hope Post Office, &c.....	6,861 64	18 35	.....	6,879 99
Rideau Hall.....	.....	26,280 40	.....	26,280 40
do Allowance for Fuel and Light.....	.....	.....	8,000 00	8,000 00
do Removal of Snow.....	.....	.....	644 90	644 90
Sarnia Immigrant Building.....	383 94	.....	.....	383 94
St. Catharines Post Office, &c .....	44 20	32 50	.....	76 70
St. Thomas Drill Shed.....	10 00	.....	.....	10 00
do Post Office, &c.....	16,118 89	.....	.....	16,118 89
Stratford Post Office, &c.....	924 10	87 55	.....	1,011 65
Carried forward.....	876,082 32	220,915 70	131,381 90	1,228,379 92

APPENDIX No. 1—*Continued.*

Name of Work.	Construc- tion.	Repairs.	Staff and Maintenance	Total.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Brought forward.....	876,082 32	220,915 70	131,381 90	1,228,379 92
<b>PUBLIC BUILDINGS—Continued.</b>				
<i>Ontario—Concluded.</i>				
Toronto Assistant Receiver-General's Offices (Old Post Office).....	54 80			54 80
Toronto Civil Service Examination Offices.....		155 04		155 04
do Custom House.....	41 45	177 59		219 04
do Engine House.....	11 63			11 66
do Examining Warehouse.....	5,333 78	936 16		6,269 94
do Forts.....	558 67	16 00		574 67
do Immigrant Building.....	177 24	473 40		650 64
do Inland Revenue Building.....	1,385 00	20 00		1,405 00
do Post Office.....	1,392 29	99 30		1,491 59
do Public Buildings.....		5 80		5 80
Windsor Post Office, &c.....	789 60	49 40		839 00
<i>Manitoba.</i>				
Brandon Post Office.....	18 00			18 00
Minnedosa Immigrant Shed.....	17 50			17 50
Stony Mountain Penitentiary.....	44,157 56	20 00		44,177 56
Winnipeg Architect's Office.....		1,042 35		1,042 35
do Dominion Lands Office.....		473 59		473 59
do Drill Shed.....	11,111 89			11,111 89
do Immigrant Station.....	86 73			86 73
do Lieut.-Governor's Residence.....	120 10			120 10
do Parliament Building.....	417 56			417 56
do Post Office (New).....	73,873 30			73,873 30
do Powder Magazine.....	150 00			150 00
do Public Buildings.....		84 30		84 30
<i>North-West Territories.</i>				
Battleford Immigrant Shed.....		100 00		100 00
do Mounted Police Barracks.....	7,567 37			7,567 37
Birtle Immigrant Shed.....	17 50			17 50
Calgary Court House.....	807 17			807 17
do Immigrant Shed.....	301 95			301 95
do Mounted Police Barracks.....	209 10			209 10
High River Industrial School.....	1,240 49	58 01		1,298 50
Medicine Hat Immigrant Shed.....	377 80			377 80
Prince Albert Court House and Jail.....	595 62			595 62
Public Buildings Generally.....	2,734 96			2,734 96
Qu'Appelle Immigrant Shed.....	367 51	10 48		377 99
do Industrial School.....	1,421 13			1,421 13
Regina Council Chamber.....	4,445 38	37 98		4,483 36
do Court House.....	1,634 14	39 85		1,673 99
do Dominion Land Office.....	329 41			329 41
do Indian Offices (new).....	550 00			550 00
do Jail and Lunatic Asylum.....	31,975 73			31,975 73
do Lieutenant-Governor's Residence.....	412 58			412 58
do Mounted Police Barracks.....	360 00			360 00
Carried forward.....	1,071,127 29	224,714 95	131,381 90	1,427,224 14

## APPENDIX No. 1—Continued.

Name of Work.	Con- struction.	Repairs.	Staff and Maintenance	Total.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Brought forward.....	1,071,127 29	224,714 95	131,381 90	1,427,224 14
<b>PUBLIC BUILDINGS—Continued.</b>				
<i>North-West Territories—Concluded.</i>				
Regina Post Office, &c.....	6,319 64	.....	.....	6,319 64
do Public Buildings—Dam for Water Supply.....	4,500 00	.....	.....	4,500 00
do Riding and Drill Hall.....	26,131 43	.....	.....	26,131 43
Silverton Post Office.....	131 40	.....	.....	131 40
<i>British Columbia.</i>				
Albert Head Quarantine Station.....	2,670 30	.....	.....	2,670 30
Nanaimo Post Office, &c.....	.....	49 15	.....	49 15
New Westminster Penitentiary.....	8,557 81	.....	.....	8,557 81
do Post Office.....	124 50	518 15	.....	642 65
Victoria Custom House.....	.....	209 10	.....	209 10
do Immigrant Building.....	3,030 21	.....	.....	3,030 21
do Post Office.....	.....	1,507 45	.....	1,507 45
<b>SALARIES OF ENGINEERS, FIREMEN, &amp;c.</b>				
<i>Nova Scotia.</i>				
Halifax Dominion Building.....	\$2,052 09	.....	.....	.....
do Penitentiary.....	412 50	.....	.....	.....
Truro Post Office &c.....	288 94	.....	.....	.....
Windsor Post Office, &c.....	199 98	.....	.....	.....
<i>Prince Edward Island.</i>				
Charlottetown Dominion Building.....	1,543 56	.....	.....	.....
Summerside Post Office, &c.....	227 79	.....	.....	.....
<i>New Brunswick.</i>				
Fredericton Post Office, &c.....	399 96	.....	.....	.....
Moncton do.....	191 07	.....	.....	.....
St. John Custom House.....	1,613 04	.....	.....	.....
do Penitentiary.....	450 00	.....	.....	.....
do Post Office.....	1,175 00	.....	.....	.....
Sussex do &c.....	433 29	.....	.....	.....
Woodstock do &c.....	300 67	.....	.....	.....
<i>Quebec.</i>				
Montreal Custom House.....	1,260 00	.....	.....	.....
do Drill Shed.....	256 50	.....	.....	.....
do Examining Warehouse.....	825 00	.....	.....	.....
do Inland Revenue Offices.....	720 00	.....	.....	.....
do Post Office.....	730 00	.....	.....	.....
Carried forward.....	13,079 39	1,122,592 58	226,998 80	131,381 90
				1,480,973 28



## APPENDIX No. 1—Continued.

Name of Work.		Con- struction.	Repairs.	Staff and Maintenance	Total.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Brought forward.....	\$13,079 39	1,122,592 58	226,998 80	131,381 90	1,480,973 28
PUBLIC BUILDINGS—Continued.					
SALARIES OF ENGINEERS, FIREMEN, &c.—Concluded.					
Quebec—Concluded.					
Quebec Citadel Buildings.....	\$ 136 75				
do Examining Warehouse.....	385 00				
Sherbrooke Post Office, &c.....	399 96				
St. John's do.....	349 92				
Three Rivers Custom House.....	700 05				
do Post Office.....	364 92				
Ontario.					
Amherstburg Post Office, &c.....	261 13				
Barrie do.....	133 32				
Belleville do.....	600 00				
Berlin do.....	272 28				
Brantford do.....	650 00				
Brockville do.....	243 28				
Chatham do.....	799 96				
Clifton do.....	330 39				
Cornwall do.....	542 06				
Guelph do.....	399 96				
Kingston Military College.....	1,380 00				
London Custom House.....	1,000 01				
do Post Office.....	540 00				
Port Hope Post Office, &c.....	248 85				
St. Catharines do.....	449 96				
St. Thomas do.....	329 97				
Stratford do.....	610 00				
Toronto Custom House.....	1,020 00				
do Examining Warehouse.....	1,095 00				
do Inland Revenue Building.....	295 00				
do Post Office.....	996 03				
Windsor Post Office, &c.....	1,000 08				
North-West Territories.					
Regina Court House.....	375 00				
do Jail.....	120 00				
British Columbia.					
Nanaimo Post Office.....	600 00				
New Westminster Post Office.....	600 00				
				30,308 27	30,308 27
HEATING DOMINION BUILDINGS.					
Nova Scotia.					
Amherst Post Office, &c.....	\$ 67 00				
Antigonish do.....	40 00				
Carried forward.....	107 00	1,122,592 58	226,998 80	161,690 17	1,511,281 55

APPENDIX No. 1—*Continued.*

Name of Work.		Con- struction.	Repairs.	Staff and Maintenance	Total.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Brought forward.....	\$107 00	1,122,592 58	226,998 80	161,690 17	1,511,281 55
<b>PUBLIC BUILDINGS—Continued.</b>					
<b>HEATING DOMINION BUILDINGS—Continued.</b>					
<i>Nova Scotia—Concluded.</i>					
Halifax Dominion Building .....	\$830 73				
Pictou Custom House .....	126 25				
Sydney Inland Revenue Office .....	15 00				
Truro Post Office, &c. ....	185 51				
Windsor do .....	239 34				
<i>Prince Edward Island.</i>					
Charlottetown Dominion Building....	319 54				
Summerside Post Office, &c. ....	327 22				
<i>New Brunswick.</i>					
Chatham Post Office, &c. ....	103 48				
Carleton do .....	108 58				
Fredericton do .....	309 60				
Moncton do .....	401 13				
St. John Custom House .....	1,691 51				
do Marine Hospital .....	599 82				
do Penitentiary .....	48 00				
do Post Office .....	474 58				
do Savings Bank .....	254 56				
Sussex Post Office, &c. ....	302 50				
Woodstock do .....	362 35				
<i>Quebec.</i>					
Chamblly Canal Office .....	25 00				
Grenville Canal Office .....	10 00				
do Inland Revenue Office .....	15 00				
Hull Post Office, &c. ....	210 50				
Montreal Custom House .....	860 65				
do Examining Warehouse .....	1,827 04				
do Inland Revenue Building....	208 60				
do Lachine Canal Office .....	49 86				
do Post Office .....	960 28				
Quebec Citadel Buildings .....	237 01				
do Custom House .....	1,138 85				
do Examining Warehouse .....	337 87				
do Marine Hospital .....	1,809 66				
do Post Office .....	569 93				
Sherbrooke Post Office, &c. ....	556 61				
St. John's do .....	170 27				
St. Vincent de Paul Penitentiary .....	531 71				
Three Rivers Custom House .....	342 73				
do Post Office .....	165 42				
Carried forward.....	16,833 69	1,122,592 58	226,998 80	161,690 17	1,511,281 55

## APPENDIX No. 1—Continued.

Name of Work.	Con- struction.	Repairs.	Staff and Maintenance.	Total.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Brought forward..... \$16,833 69	1,122,592 58	226,998 80	161,690 17	1,511,281 55
PUBLIC BUILDINGS—Continued.				
HEATING DOMINION BUILDINGS—Continued.				
Ontario.				
Amherstburg Post Office, &c.....	138 44			
Barrie do .....	419 81			
Belleville do .....	330 00			
Berlin do .....	379 69			
Brantford do .....	376 51			
Brockville do .....	268 75			
Chatham do .....	404 19			
Clifton do .....	244 90			
Cobourg do .....	76 25			
Cornwall do .....	309 90			
Ganaroque do .....	145 00			
Guelph Post Office, &c.....	262 39			
Hamilton Custom House .....	354 00			
do Post Office.....	1,079 95			
Kingston Custom House.....	401 50			
do Mills Canal Office.. ..	15 00			
do Post Office .....	288 00			
London Custom House.....	583 74			
do Post Office.....	636 34			
Maitland Inland Revenue Office .....	10 00			
Perth Inland Revenue Office.....	35 00			
Port Colborne Canal Office.....	15 00			
Port Hope Post Office.....	295 00			
Port Robinson Canal Office.....	19 71			
Prescott Inland Revenue Office.....	60 00			
Smith's Falls Canal Office.....	12 00			
St. Catharines Post Office, &c.....	261 36			
St. Thomas do .....	375 00			
Stratford do .....	462 50			
Toronto Custom House.....	553 75			
do Examining Warehouse.....	437 28			
do Inland Revenue Building.....	335 82			
do Post Office .....	719 21			
Windsor do &c.....	450 60			
Manitoba.				
Stony Mountain Penitentiary.....	43 50			
Winnipeg Architect's Office.....	80 00			
do Custom House.....	853 50			
do Dominion Lands Office.....	900 42			
do Post Office.....	1,020 76			
North-West Territories.				
Regina Clerk of Works' Office.....	94 50			
do Court House .....	251 58			
do Jail and Lunatic Asylum.....	569 54			
do Post Office.....	236 55			
Carried forward..... 31,645 63	1,122,592 58	226,998 80	161,690 17	1,511,281 55



## APPENDIX No. 1—Continued.

Name of Work.	Con- struction.	Repairs.	Staff and Maintenance	Total.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Brought forward..... \$31,645 63	1,122,592 58	226,993 80	161,690 17	1,511,281 55
<b>PUBLIC BUILDINGS—Concluded.</b>				
<b>HEATING DOMINION BUILDINGS—Concluded.</b>				
<i>British Columbia.</i>				
Nanaimo Post Office, &c.....	100 00			
New Westminster Post Office, &c.....	141 37			
Victoria Custom House.....	69 50			
do Post Office.....	182 00			
GENERALLY.....	1,484 30			
			33,622 80	33,622 80
<b>HARBOURS AND BREAKWATERS.</b>				
<i>New Scotia.</i>				
Avonport.....	1,300 00			1,300 00
Bear Trap.....	198 47			198 47
Canada Creek.....		100 00		100 00
Cheverie.....		600 00		600 00
Chipman's Brook.....		299 57		299 57
Cow Bay.....	1,000 00			1,000 00
Cranberry Head.....		109 00		109 00
Delap's Cove.....		50 00		50 00
Digby Pier.....	1,945 62			1,945 62
East Bay.....	196 90			196 90
Friday Canal (Colchester).....	246 76			246 76
Grand Narrows.....	499 82			499 82
Green Cove.....		349 92		349 92
Gros Nez, Ile Madame.....	1,650 00			1,650 00
Halifax Graving Dock.....	34 50			34 50
Hall's Harbor.....	49 97			49 97
Harbors Generally (one-third of expenditure).....		1,638 13		1,638 13
Hay Cove.....	100 00			100 00
Hilly Narrows.....	40 00			40 00
Iona.....	2,499 54			2,499 54
Kingsport.....		49 95		49 95
Mabou Harbor.....	1,491 83			1,491 83
Morden Pier.....		50 00		50 00
Ogilvie Wharf.....		174 62		174 62
Petite Rivière.....	5,250 00			5,250 00
Pickett's Pier.....		99 81		99 81
Port Greville Pier.....		44 92		44 92
Port Hood Pier.....		497 10		497 10
Port Lorne.....		3 76		3 76
Summerville Breakwater.....		299 70		299 70
Trout Cove do.....	1,000 00			1,000 00
Victoria Pier.....		50 00		50 00
West Pubnico.....	1,000 00			1,000 00
White Point.....		470 53		470 53
Yarmouth Harbor—Removal of rock.....	921 48			921 48
Carried forward.....	1,142,020 47	231,885 81	195,312 97	1,569,219 25

## APPENDIX No. 1—Continued.

Name of Work.	Construc- tion.	Repairs.	Staff and Maintenance	Total.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Brought forward.....	1,142,020 47	231,885 81	195,312 97	1,569,219 25
<b>HARBOURS AND BREAKWATERS—Continued.</b>				
<i>Prince Edward Island.</i>				
Baie View Pier.....	1,599 00	300 00		1,899 00
Belfast Pier.....		25 60		25 00
Campbell's Cove Pier.....		65 00		65 00
Cape Traverse Pier.....	12,362 64			12,362 64
Casumpec.....	3,620 41			3,620 41
Chapel Point Wharf.....	2,281 38	50 00		2,331 38
Clifton.....	208 00	246 36		454 36
Harbours Generally (one-third of expenditure)....	1,638 12			1,638 12
Hurds Point Pier.....		3,324 60		3,324 60
Keir's Shore do.....		492 71		492 71
Miminigash Breakwater.....	931 94			931 94
Montague Wharf.....	1,462 84			1,462 84
New London Breakwater.....	1,496 73			1,496 73
North Cardigan.....		77 70		77 70
Port Selkirk.....	25 00			25 00
Rustico.....		417 51		417 51
Souris.....	3,422 93			3,422 93
Stevens' Wharf.....	1,234 00	1,408 33		2,642 33
Sturgeon Wharf.....	847 92			847 92
Tignish Breakwater.....	4,760 01			4,760 01
Vernon River Pier.....		25 50		25 50
Wood Island do.....	4,244 22	1,000 00		5,244 22
<i>New Brunswick.</i>				
Anderson's Hollow.....	1,360 00			1,360 00
Buctouche Harbour.....	544 00			544 00
Cape Tormentine Harbour.....	2,021 92			2,021 92
Grande Anse.....	2,181 49			2,181 49
Harbours Generally (one-third of expenditure)....	1,638 12			1,638 12
Hopewell Cape—Ballast Wharf.....	3,720 00			3,720 00
Madawaska River.....	530 15			530 15
Restigouche do.....	741 41			741 41
Richibucto Harbour.....	1,483 12			1,483 12
St. John do.....	17,003 29			17,003 29
St. John River—River des Chutes to Bear Island..	2,000 00			2,000 00
do Bear Island to Fredericton.....	1,000 00			1,000 00
do.....	2,100 00			2,100 00
do Removal of Snags.....			250 00	250 00
Tobique River.....	900 00			900 00
Upsalquitch River.....	758 59			758 59
<i>Quebec.</i>				
Anse à l'eau Pier.....	739 93			739 93
Anse du Portage Pier.....	614 45			614 45
Anse St. Jean Pier.....		18 00		18 00
Bagotville Pier (St. Alphonse).....	780 76	220 92		1,001 68
Baie St. Paul Pier.....	188 75	82 16		270 91
Carried forward.....	1,222,461 59	239,639 60	195,562 97	1,657,664 16

## APPENDIX No. 1—Continued.

Name of Work.	Con- struction.	Repairs.	Staff and Maintenance	Total.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Brought forward.....	1,222,461 59	239,639 60	195,562 97	1,657,644 16
<b>HARBOURS AND BREAKWATERS—Continued.</b>				
<i>Quebec—Concluded.</i>				
Barrachois de Malbaie—Removal of rock.....	557 94			557 94
Belœil Piers and Booms .....		28 98	114 00	142 98
Berthier ( <i>en bas</i> ) Pier.....	294 56	14 00		308 56
Bic Pier.....	5,048 99			5,048 99
Chateau Richer Pier.....	2,039 36			2,039 36
Chicoutimi Pier.....		137 70		137 70
Coteau Landing Pier.....	1,544 42			1,544 42
Etang du Nord, Îles de la Madeleine.....	3,600 29			3,600 29
Gatineau Point—Protection Pier.....	3,850 84			3,850 84
Harbours Generally.....		6,319 53		6,319 53
Île aux Coudres Pier.....		130 73		130 73
Lanoraie Pier.....	159 60			159 60
Les Ecuradils Pier.....	200 00			200 00
L'Islet Pier.....		299 81		299 81
Maiawaska River.....	799 14			799 14
Malbaie Pier.....		937 82		937 82
Matane do.....	1,499 75			1,499 75
Montreal Harbour.....		26 00		26 00
New Carlisle Pier.....	5,499 58			5,499 58
Newport River Pier.....	60 00			60 00
Percé Pier.....	1,716 72			1,716 72
Piers below Quebec.....		7,751 19		7,751 19
Quebec Custom House Wharf.....		272 48		272 48
do Harbour.....		1,563 05		1,563 05
do Marine Hospital Wharves.....	4,822 90			4,822 90
Rivière Blanche Pier.....		15 00		15 00
do du Lièvre.....	12,016 78			12,016 78
do du Loup ( <i>en bas</i> ) Pier.....	9,062 78	160 00		9,222 78
do Nicolet, Harbour of Refuge.....	10,855 54			10,855 54
do Noire de Grantham.....	423 35			423 35
do Ottawa—Between Bristol and Clarendon..	292 10			292 10
do do Lake Temiscamingue.....	149 45			149 45
do Ouelle Pier.....	3,499 88			3,499 88
do Richelieu.....	71 45			71 45
do Rimouski.....	1,111 33			1,111 33
do Saguenay ( <i>La Grande Décharge</i> ).....	845 89			845 89
do Ste. Anne de Beaupré.....	2,185 87			2,185 87
do St. Lawrence.....	108 00			108 00
do do —Removal of chains and anchors.....	5,626 11			5,626 11
do St. Louis.....	4,191 76			4,191 76
do Yamaska.....	17,463 70			17,463 70
Ste. Anne de Bellevue Pier.....	4,553 83			4,553 83
do de la Pocatière Pier.....	4,368 11			4,368 11
do de Sorel Ice Piers.....	1,321 86			1,321 86
St. François (Île d'Orléans) Pier.....	1,067 30			1,067 30
St. Jean, Île d'Orléans, Pier.....	699 98			699 98
St. Michel Pier.....	1,000 00			1,000 00
St. Thomas. Montmagny, Pier.....	1,245 20			1,245 20
St. Zouique Pier.....	1,200 73			1,200 73
Touladié River, Tow path.....	233 12			233 12
Trois Pistoles Pier.....	3,000 00			3,000 00
Victoria Bay Pier, Lake Mégantic.....	854 20			854 20
Carried forward.....	1,341,604 00	257,295 94	195,676 97	1,794,576 91



## APPENDIX No. 1—Continued.

Name of Work.	Con- struction.	Repairs.	Staff and Maintenance	Total.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Brought forward .....	1,341,604 00	257,295 94	195,676 97	1,794,576 1
<b>HARBOURS AND BREAKWATERS—Concluded.</b>				
<i>Ontario.</i>				
Bayfield Harbour. ....	2,000 00			2,000 00
Burlington Bay Channel. ....		210 50	3 20	213 70
Chantry Island Breakwater. ....	3,489 88			3,489 88
Cobourg Harbour. ....	5,316 28			5,316 28
Collingwood Harbour. ....	23,468 37			23,468 37
Harbours Generally. ....	7,432 10			7,432 10
Kaministiquia River. ....	20,406 99			20,406 99
Kingston Harbour. ....	3,937 28			3,937 28
Kingsville, Lake Erie. ....	4,540 53			4,540 53
Lion's Head, Lake Huron. ....	5,749 65			5,749 65
Little Bear Creek. ....	1,967 83			1,967 83
Little Current, Lake Huron. ....	1,864 11			1,864 11
L'Original Wharf. ....	1,024 90			1,024 90
Owen Sound Harbour. ....	237 50			237 50
Port Albert do. ....	149 52			149 52
Port Arthur do. ....	90,829 23			90,829 23
Port Elgin, Lake Huron. ....	6,608 83			6,608 83
Port Hope Harbour. ....	3,811 33			3,811 33
River Ottawa, Narrows above Pembroke. ....	2,726 63			2,726 63
Rondeau Harbour. ....	1,045 59			1,045 59
Sault Ste. Marie. ....	3,809 60			3,809 60
Thornbury, Lake Huron. ....	1,116 00			1,116 00
Toronto Harbour. ....	31,021 05			31,021 05
Wilson's Channel, Lake Huron. ....	4,732 48			4,732 48
<i>Manitoba.</i>				
Red River—Works at mouth. ....	4,241 57			4,241 57
<i>North-West Territories.</i>				
Saskatchewan River. ....	6,515 92			6,515 92
<i>British Columbia.</i>				
Cowichan River. ....	599 98			599 98
Esquimalt Graving Dock. ....	363,632 37			363,632 37
Nicomeckel River—Removal of snags. ....	962 48			962 48
Victoria Harbour—do "Dredger Rock". ....	4,553 45			4,553 45
<b>HARBOURS AND RIVERS GENERALLY</b> .....			6,893 11	6,893 11
Carried forward .....	1,949,388 45	257,506 44	202,573 28	2,409,468 17

## APPENDIX No. 1—Continued.

Name of Work.	Con- struction.	Repairs.	Staff and Maintenance	Total.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Brought forward.....	1,949,388 45	257,506 44	202,573 28	2,409,468 17
Dredges and dredging plant.....	12,675 17	17,916 14	.....	30,591 31
<b>DREDGING.</b>				
<i>Nova Scotia.</i>				
Cheticamp.....	\$9,753 09			
Granton.....	3,210 92			
Halifax Harbour (N.-W. Arm).....	1,278 12			
Mabou Harbour.....	4,207 61			
Yarmouth Harbour.....	228 68			
	\$18,678 42			
<i>Prince Edward Island.</i>				
Bedeque.....	\$1,017 73			
Crapaud.....	7,598 38			
Tignish.....	811 44			
	9,427 55			
<i>New Brunswick.</i>				
Belle Isle Point.....	\$1,744 26			
Gibson.....	2,849 40			
St. John—Adam's Wharf.....	2,743 54			
do Murray's Mills.....	1,295 18			
do Navy Island Bar ...	3,261 67			
	11,894 03			
Generally.....	82 93			
Total, Maritime Provinces. ....	\$40,082 93			
<i>Quebec.</i>				
Rivière à la Graise, Rigaud..	\$2,267 81			
River Ottawa, at and near				
Portage du Fort ...	709 95			
do Richelieu.....	2,420 43			
do Rimouski.....	169 67			
do Saguenay—channel be- low Chicoutimi.....	1,064 57			
do Salmon.....	410 34			
do Ste. Anne de Bellevue..	850 40			
do St. François.....	1,694 10			
do St. Lawrence.....	252 00			
do St. Maurice.....	1,591 12			
Generally.....	1,667 78			
	13,098 17			
<i>Ontario.</i>				
Cobourg Harbour.....	\$2,008 96			
Goderich do.....	3,113 68			
Hawkesbury do (Ottawa R.).....	2,187 51			
Kaministiquia River.....	150 00			
Carried forward ...	7,460 15	53,181 10	1,962,063 62	275,422 58
			202,573 28	2,440,059 48

[1886]

17

## APPENDIX No. 1—Continued.

Name of Work.	Con- struction.	Repairs.	Staff and Maintenance	Total.
	\$ cts.	\$ cts.	\$ cts	\$ cts.
Brought forward..... \$7,460 15 53,181 10	1,962,063 62	275,422 58	202,573 28	2,440,059 48
DREDGING—Concluded.				
Ontario—Concluded.				
Kincardine Harbour..... \$1,869 90				
Meaford Harbour..... 1,000 00				
Port Hope..... 2,341 06				
River Napanee..... 3,975 95				
do Salmon (Shannonville) 581 00				
Summerstown Harbour..... 1,874 90				
Generally..... 1,531 99				
	\$20,634 95			
Manitoba.				
Red River..... \$9,674 12				
Generally..... 88 00				
	\$9,762 12			
British Columbia.				
Fraser River..... \$7,578 26				
Victoria Harbour..... 7,401 38				
	\$14,979 64			
GENERAL SERVICE..... 2,747 50				
	101,305 31			101,305 31
SLIDES AND BOOMS.				
Saguenay District Works..... 6,771 35	860 61	1,370 06	9,002 02	
St. Maurice do 5,442 26	14,316 58	18,698 12	38,456 96	
do do Grandes Piles Booms... 3,901 46			3,901 46	
Ottawa do 22,733 81			22,733 81	
do River Works..... \$7,752 39	2,437 66		2,437 66	
do do (Carillon Slides and Booms)..... 13,866 70			13,866 70	
Gatineau River Works..... 1,324 77				
Madawaska do 1,318 00	1,835 20		1,835 20	
Coulouge do 14,279 18			14,279 18	
Black do 1,139 16				
Dumoine do 235 96				
Petewawa do 1,185 66				
Sault au Recollet Booms..... 193 25				
	13,149 19		13,149 19	
Newcastle District Works..... 7,058 22		2,523 10	9,581 32	
ROADS AND BRIDGES.				
Portage du Fort Bridge..... 5,240 51			5,240 51	
Des Joachims Bridge..... 5,411 50			5,411 50	
Ottawa Suspension Bridge..... 1,784 39			1,784 39	
do River (Calumet Channel) Bridge..... 1,000 00			1,000 00	
do Sapper's Bridge..... 335 99			335 99	
do Wellington Street..... 9,264 30			9,264 30	
do St. Patrick do 834 33			834 33	
Carried forward.....	2,118,541 45	328,266 70	247,898 37	2,694,706 52



## APPENDIX No. 1—Continued.

Name of Work.	Con- struction.	Repairs.	Staff and Maintenance	Total.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Brought forward.....	2,118,541 45	328,266 78	247,898 37	2,694,706 52
<b>ROADS AND BRIDGES—Concluded.</b>				
Témiscouata Road .....		1,063 39		1,063 39
Dundas and Waterloo Road .....			4 08	4 08
Rideau River Bridge, New Edinburgh (Govern- ment Grant).....	3,000 00			3,000 00
Shellmouth Bridge, over Assiniboine River. ....	10,204 40			10,204 40
Battle River Bridge, Battleford .....	150 00			150 00
<b>TELEGRAPH LINES.</b>				
<i>Prince Edward Island.</i>				
Between Island and Mainland (Subsidy).....			1,946 66	1,946 66
<i>Quebec.</i>				
North Shore, St. Lawrence—Pentecost to Mingan. ....	4,262 11			4,262 11
do do Quebec to Grosse Isle .....	2,709 17			2,709 17
<i>Ontario.</i>				
Amherst Island to Mainland at Bath .....	1,868 86			1,868 86
<i>North-West Territories.</i>				
Battleford to Edmonton (Main Line). ....	12,677 89			12,677 89
Dunmore to Fort McLeod, and Moose Jaw to Wood Mountain .....	7,090 01			7,090 01
Fort Carlton to Stobart .....	312 00			312 00
Saskatoon to Clark's Crossing. ....	730 00			730 00
Generally .....			25,019 36	25,019 36
<i>British Columbia.</i>				
Telegraph Lines generally.....			36,416 33	36,416 33
<b>LAND AND CABLE Telegraph Lines, Lower St. Law- rence and Maritime Provinces.</b>				
Telegraph Service generally .....		232 52	17,562 70	17,795 22
		8,584 19		8,584 19
<b>MISCELLANEOUS.</b>				
Surveys and Inspections .....			26,538 47	26,538 47
Arbitrations and Awards.....			3,378 38	3,378 38
Monument to Jos. Brant.....	9 15			9 15
Agent and Contingencies, British Columbia.....			3,998 10	3,998 10
Gratuity to Thos. Townsend for injuries, Point Frederick Shoal, Kingston Harbour.....			120 00	120 00
Extra Clerks preparing Returns ordered by Parlia- ment.....			130 15	130 15
Colonial Exhibition.....			1,622 41	1,622 41
Ottawa Major's Hill Park .....	4,149 25			4,149 25
Carried forward .....	2,165,704 29	338,146 80	364,635 01	2,868,486 10

[1886]

19

APPENDIX No. 1—*Concluded.*

Name of Work.	Con- struction.	Repairs.	Staff and Maintenance	Total.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Brought forward.....	2,165,704 29	338,146 80	364,635 01	2,868,486 10
<b>WORKS AUTHORIZED BY SPECIAL ACTS OF PARLIAMENT.</b>				
River St. Lawrence—Deepening between Quebec and Montreal.....	149,504 10	.....	.....	149,504 10
Quebec Harbour Improvements.....	434,493 85	.....	.....	434,493 85
Lévis Graving Dock.....	52,000 00	.....	.....	52,000 00
Three Rivers Harbour.....	81,557 97	.....	.....	81,557 97
Totals.....	717,555 92	.....	.....	717,555 92
Grand Totals.....	2,883,260 21	338,146 80	364,635 01	3,586,042 02

O. DIONNE,  
*Accountant.*

DEPARTMENT OF PUBLIC WORKS,  
OTTAWA, 25th October, 1886.

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APPENDIX No. 2.

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REPORT

ON

PUBLIC BUILDINGS

THROUGHOUT THE DOMINION,

FOR FISCAL YEAR ENDED 30<sup>TH</sup> JUNE, 1886

BY

THOS. FULLER, CHIEF ARCHITECT.

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## APPENDIX No. 2.

## REPORT OF THE CHIEF ARCHITECT.

Ref. No. 71,767.

CHIEF ARCHITECT'S OFFICE,

OTTAWA, 22nd October, 1886.

SIR,—I have the honour to transmit herewith the annual report on public buildings and works under my charge, for the fiscal year ended 30th June, 1886.

I have the honour to be, Sir,

Your obedient servant,

THOMAS FULLER,

*Chief Architect.*

A. GOBEIL, Esq.,  
Secretary Dept. Public Works, Ottawa.

## PROVINCE OF NOVA SCOTIA.

AMHERST.

PUBLIC BUILDING.

This building was described in my report for 1885-86.

It is now nearly completed. A hot water heating apparatus has been put in; the fitting up and furnishing is now being done; and it is expected that the building will be occupied by September next.

Plans, &amp;c., prepared and work supervised by this Department.

Clerk of Works, Mr. Geo. Thomson, Amherst, N.S.

Contractors for the building and fittings, Messrs. Rhodes &amp; Currie, Amherst, N.S.

Contractors for heating apparatus, Messrs. Wisdom &amp; Fish, St. John, N.B.

BADDECK.

POST OFFICE, &amp;C., BUILDING.

This building which was described in my report for 1885-86, is roofed in and plastered.

Tenders will shortly be asked for the construction of a heating apparatus, and for fittings and furniture.

Plans and specifications prepared and work supervised by this Department.

Clerk of Works, Mr. Neil W. Mackenzie, Baddeck, N.S.

Contractor, Mr. R. H. Hill, Hull, P.Q.

[1886]

## NORTH SYDNEY.

## PUBLIC BUILDING.

Plans and specifications were prepared and approved, and on 3rd October, 1885, a contract for the construction of this building on the north-east corner of Water and Peppette streets, was entered into.

The building is 40 feet by 57 feet, two storeys, attic and basement, with an extension, 13 feet by 20 feet, in the rear.

The basement is to contain the heating furnace, fuel room and storage; the ground floor, the Post Office, Examining Warehouse, Gas Inspector's Office the Weights and Measures Office; the first floor, the Customs, Inland Revenue and Harbour Commissioners Office; and the attic, the Caretakers apartments, &c.

The outer walls are of rubble stone, with sandstone dressings; the floors, roofs and partitions of wood; the roof covered with slate and galvanized iron.

Plans, &c., prepared and work supervised by this Department.

Clerk of Works, Mr. C. P. Moffat.

Contractors, Messrs. Macdonald, Treen & Henderson, Pictou, N.S.

## NEW GLASGOW.

## PUBLIC BUILDING.

Since the date of my last report, the works in connection with building have been carried on steadily, and it is now nearly completed; a water heating apparatus has been put in; and the various offices are being fitted and furnished.

Plans, &c., prepared by this Department.

Clerk of Works, Mr. Donald Grant, New Glasgow, N.S.

Contractor for the building, fittings and furniture, Mr. James Strachan, Ottawa, Ont.

Contractors for heating apparatus, Messrs. Wisdom & Fish, St. John, N.B.

## TRURO.

## PUBLIC BUILDING.

This building is completed and occupied.

## WINDSOR.

## PUBLIC BUILDING.

Building completed and occupied.

## YARMOUTH.

## PUBLIC BUILDING.

This building was described in my last annual report, since when the works have been continuously carried on so that it is expected to be completed and occupied by next New Year's day.

Plans, &c., prepared by this Department.

Clerk of Works, Mr. J. B. Kenney, Yarmouth.

Contractors, Messrs. A. E. Milliken & Co., Moncton, N.B.



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PROVINCE OF PRINCE EDWARD ISLAND.

## CHARLOTTETOWN.

## DOMINION BUILDING.

This building which was described in a previous report, is now roofed in and ready for plastering.

Plans, &c., for a hot water heating apparatus and for the fittings of the various offices are in course of preparation.

Plans, &c., prepared by this Department.

Superintending Architects, Messrs. Stirling & Harris, Charlottetown, P.E.I.

Clerk of Works, Mr. Chas. Dalziel.

Contractor, Mr. T. C. Connor.

## MONTAGUE.

## POST OFFICE.

This building is being erected on the site purchased at Cape Traverse Cove, near junction of Wharf and Main streets, a portion of Lot 28, P.E.I.

It is a two-storey brick building, with a stone basement, and the partitions, roof and floor of wood, excepting floor of basement which is of concrete.

The basement is for heating apparatus, fuel and storage; the ground floor for the Post Office; the first floor for the Customs, and the attic for the Caretaker.

Plans, &c., prepared by this Department.

Superintending Architects, Messrs. Stirling & Harris, Charlottetown, P.E.I.

Contractor, Mr. L. A. Wilmot, Dorchester, N.B.

## SUMMERSIDE.

## PUBLIC BUILDING.

Building is completed and occupied.

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PROVINCE OF NEW BRUNSWICK.

## BATHURST.

## POST OFFICE, &amp;C., BUILDING.

This building was described in last year's report. It has since been carried on steadily and it is expected that before the close of the next fiscal year it will be completed, fitted up and furnished, and provided with a hot water heating apparatus.

Plans and specifications prepared and work supervised by this Department.

Clerk of Works, Mr. Henry White, Bathurst, N.B.

Contractor, Mr. John Black, Hull, P.Q.

## DORCHESTER.

## MARITIME PENITENTIARY.

The new cell wing is roofed in and will probably be completed early in the coming summer.

A contract has been entered into for extending the existing steam heating apparatus to the new cell wing.

The cell corridor gratings and the remainder (about one-half) of the window gratings are made.

About sixty cell gates with locks are made, and a number of the screen gates.

Some additional machinery was made and put in, and some of the existing machinery repaired.

A new three-storey warehouse of wood on stone basement 60 feet by 28 feet, was built. The basement is for carts, &c., and the upper storeys for storage of manufactured goods.

A new wooden porch has been built to the Engineer's house.

New coal bins were put up in boiler house; and new closets in Matron's basement.

The joints of a portion of the water main—about 500 yards lineal—were releaded and the main is now tight.

Yards for the Deputy Warden and Matron were fenced in, and provided with coal sheds and outhouses.

An addition was made to fitting shop.

New iron ladders were made for and put up from the cell wing roof to roof of main building. A strong iron door was made and put on armoury. A new vestibule was put up to strengthen the chapel doors; and general repairs done to the ironwork throughout.

Scuppers to convey water to drains were put in corridor floors of cell wings.

Repairs have been done to ironwork and slating of prison roof; and to painting, plastering, brickwork, &c., of guard's cottages, farm house and bakery.

Plans, &c., prepared by this Department.

Superintending Architect for new cell wing and boiler house, Mr. G. Ernest Fairweather, St. John, N.B.

Resident Clerk of Works, Mr. John E. Turnbull.

Contractor for construction of new cell wings and boiler house, Mr. D. A. Duffy.

Contractors for heating apparatus, Messrs. Wisdom & Fish, St. John N.B.

## NEWCASTLE.

### PUBLIC BUILDING.

Construction of this building is nearly completed; the fittings and furniture are about to be put in, and a hot water heating apparatus is in course of construction.

Drawings and specifications prepared by this Department.

Clerk of Works, Mr. Thomas Maltby, Newcastle.

Contractors for building and fittings, Messrs. Macdonald & Treen, Pictou, N.S.

Contractor for heating, Mr. C. B. Thompson, New Glasgow.

## MONCTON.

### PUBLIC BUILDING.

Completed and occupied.

## WOODSTOCK.

### POST OFFICE, CUSTOM HOUSE, &c.

Works described in my previous reports are fully completed and the building occupied.

Tenders are to be invited at an early date for the necessary grading, fencing, &c.

## ST. STEPHEN.

## PUBLIC BUILDING.

Since my report of last year the works in connection with this building were carried on continuously, and it is expected that it will be completed and occupied during next autumn.

Drawings for a hot water heating apparatus are being made, and tenders will shortly be called for.

Plans and specifications, prepared by this Department.

Clerk of Works, Mr. D. F. Maxwell, St. Stephen, N.B.

Contractor, Mr. John Macpherson, St. Stephen, N.B.

## PROVINCE OF QUEBEC.

## MONTREAL.

## ARMOURIES.

On 22nd September, 1885, a contract was entered into for the construction of two armouries, one on each side of and adjoining drill hall, extending from Craig street to Vitre street, and fronting St. Constant and German streets.

These are two storeys in height, with stone walls and brick partitions. The floors are formed of iron joisting, with brick arches between, covered with wood; and the roof of iron principals.

In the middle of each basement is a boiler house and fuel room, 30 feet by 100 feet.

The building on St. Constant street, has on the ground floor one apartment 66 by 40 feet, three apartments 60 by 40 feet, and one 67 by 40 feet; also a store room, and a W. C. each 20 feet by 30 feet; the first floor being similar excepting that there is an additional office instead of the W. C.

The German street armoury has on the ground floor six rooms, 40 feet wide by 64, 58, 55, 44, 18 and 15 feet respectively; a store room 14 by 12 feet; two offices each 15 by 18 feet, and two W. C's. 15 by 19 feet and 13 by 24 feet respectively; and on the first floor five rooms 40 feet wide of which three are 60 feet long, one 68 feet long and one 47 feet long; also two offices one 16 feet by 18 feet, and the other 14 feet by 15 feet.

Plans, &c., prepared by this Department.

Superintending Architect, Mr. A. Raza, Montreal, P.Q.

Contractors for masonry, brickwork, woodwork, &c., Messrs. Shirley, Brennan & Starrs, Ottawa, Ont.

Contractors for ironwork, Messrs. Rousseau & Mather, Montreal, P.Q.

## QUEBEC.

## DEBIL HALL.

This building is roofed in throughout; grading and levelling of the avenue from the Grande Allee to the building is being proceeded with, and will be completed during this summer.

Plans, &c., prepared and work superintended by Mr. E. E. Tache, Architect, Quebec, P.Q.

Clerk of Works, Mr. W. J. Peters, Quebec, P.Q.

Contractors for the building, Messrs. Costolow & Lortie, Quebec, P.Q.

Contractor for the roadway, Mr. A. Lortie, Quebec, P.Q.



## IMMIGRANT BUILDING.

This building, for which a contract was signed on the 4th February, 1886, is constructed on the breakwater opposite the St. Louis Embankment. It is of wood, 400 feet long and 22 feet wide, exclusive of verandas on each side 10 feet in width and the entire length of the building. Caretaker's kitchen and pantry, 22 feet by 20 feet, with a dormitory over, occupies one end, and 80 feet in length of the other end is taken up by nine offices and two through halls. The remainder of the building, 298 feet by 20 feet, is a waiting hall and baggage shed extending up into the roof.

Plans, specifications, &c., prepared by this Department.

Clerk of Works, Mr. Jos. Garneau, Quebec, P.Q.

## MARINE HOSPITAL.

During January last the chimneys of the east wing fell and broke through the roof. In the succeeding month a fire broke out in the ventilating shaft and burned from the first floor upwards and through the roof, destroying the W. C's. on three floors, and blackening the ceilings in several rooms.

The chimneys were rebuilt and stayed with iron rods; the roof was repaired, and the plastering, painting, W.C's. and ventilation flue are in course of erection.

Specifications, &c., prepared by this Department.

Contractor, Mr. Alfred Lortie, Quebec, P.Q.

## CUSTOM HOUSE.

A hot water heating apparatus is in course of construction, to replace the Gold's low pressure steam apparatus, which has become inefficient.

Plans, &c., prepared and work supervised by this Department.

Clerk of Works, Mr. Adolphe Huot, Quebec, P.Q.

Contractor, Mr. Andrew Mulholland, Quebec, P.Q.

## CULLERS' OFFICE.

A new hot water heating apparatus is in course of construction at this building.

Clerk of Works, Mr. Adolphe Huot, Quebec, P.Q.

Contractor, Mr. Z. Vandry, Quebec, P.Q.

## EXAMINING WAREHOUSE.

A steam elevator for hoisting goods from the ground floor to the first and second floors, in connection with a steam heating apparatus, are now in course of completion.

Plans, &c., prepared and work supervised by this Department.

Clerk of Works, Mr. Adolphe Huot, Quebec, P.Q.

Contractors for elevator, Messrs. Carrier, Laine & Co., Levis, P.Q.

Contractor for heating apparatus, Mr. James Maguire, Quebec, P.Q.

## POST OFFICE.

In the early part of November, 1885, the Post office Inspector room with the floor and ceiling of the first floor were destroyed by fire; and the ground floor ceiling was injured by the water from the engines. The portions destroyed were renewed and the painting, coloring, papering, and furnishing made good.

## ST. VINCENT DE PAUL.

## PENITENTIARY.

The stonework of the Keeper's hall referred to in my last report is completed, having been carried up an additional 38 feet, also the ventilating shaft 11 feet diameter with a boiler plate smoke shaft in centre 2 feet in diameter. The windows of the building and the roof timbers are prepared.

The dining hall wing was converted into workshops and fitted up with twenty-four washbasins, three sinks and five urinals; storerooms, tables, desks, platforms, &c., for tailors and shoemakers; and with ventilators carried up through roof.

A new organ was provided and fitted up in the Catholic chapel; and the choir gallery extended 18 feet by 10 feet.

Two wooden buildings were constructed, one 120 feet by 20 for a lumber store; and the other 20 feet by 15 for the Warden's kitchen.

Flooring of Warden's quarters was repaired, floor and partitions of stables were renewed, and the ice house was generally repaired.

A bath, a sink and a W. C. were fitted up, both in the farmers and the chief-keeper's residence and two broken sinks in guards' quarters were replaced by new ones.

A branch of main drain, 48 yards in length, through heavy rock excavation, laid with 100 feet of cut stone, and 40 yards of twelve inch drain pipe, was made from the new workshop to main sewer.

The convicts prepared 5,380 feet of cut ashlar, 817 feet super of cornice for Keeper's hall, 1,140 feet superficial of flagging, 25,000 brick and 3,600 bushels of lime.

The iron suction pipe in Rivière des Prairies, of the water works which was broken and displaced by ice shove, was repaired.

Plans, &c., prepared by and work superintended by Mr. John Bowes, Architect, Ottawa, Ont.

## SOREL.

### PUBLIC BUILDING.

Construction of the building nearly completed.

Contracts for fittings and for a hot water heating apparatus are entered into, and it is expected that the building will be occupied during the coming autumn.

Plans, &c., prepared by this Department.

Superintending Architect, Mr. L. Z. Gauthier, Sorel, P.Q.

Clerk of Works, Mr. J. A. Chenover, Sorel, P.Q.

Contractor for construction of building and fittings, Mr. Geo. Beaucage, Quebec.

Contractor for heating apparatus, Mr. E. Chanteloup, Montreal, P.Q.

## PROVINCE OF ONTARIO.

### AMHERSTBURG.

#### POST OFFICE, CUSTOM HOUSE, &c.

Building completed, fitted up and furnished, supplied with a hot water heating apparatus, and occupied by the various Departments.

Plans, &c., prepared by this Department.

Superintending Architect, Mr. Wm. Scott, Windsor, Ont.

Clerk of Works, Mr. M. Twomey.

Contractor for construction, fittings and furniture, Mr. Patrick Navin, Amherstburg, Ont.

Contractor for heating apparatus, Mr. J. J. Blackmore, St. Thomas, Ont.

### BARRIE.

#### POST OFFICE, &c.,

The works of construction are about finished; the fittings, furniture and heating apparatus are being put in, and the building should be ready for occupation two or three months hence.

Architects, Messrs. Kennedy, Gaviller & Holland, Barrie, Ont.

Clerk of Works, Mr. Edward Byrne, Barrie, Ont.

Contractor for building, fittings and furniture, Mr. Wm. Toms, Ottawa, Ont.

Contractors for heating apparatus, Messrs. McGuire & Bird, Toronto, Ont.

### BERLIN.

#### PUBLIC BUILDING.

A description of this building was given in a previous report. It is now fitted up, furnished, supplied with a hot water heating apparatus and occupied.

Plans, &c., prepared by this Department.

Clerk of Works, Mr. J. M. Scully, Berlin, Ont.

Contractor for construction of building, fittings and furniture, Mr. W. H. Lewis, Ottawa, Ont.

Contractor for heating apparatus, Mr. Adam Clark, Hamilton, Ont.

### CLIFTON.

#### POST OFFICE, &c.

Completed and occupied.

### BROCKVILLE.

#### POST OFFICE, CUSTOM HOUSE AND INLAND REVENUE OFFICES.

Completed, fitted up and furnished; ready for occupation.

### COBOURG.

#### POST OFFICE, CUSTOM HOUSE, &c.

The Post Office portion is completed and occupied.

### GALT.

#### PUBLIC BUILDING.

Contracts for fittings, and for a hot water heating apparatus are entered into, and it is expected that the building will be occupied this autumn.

Plans and specifications prepared and work supervised by this Department.

Clerk of Works, Mr. Geo. J. Jaffreys, Galt, Ont.

Contractor for building and fittings, Mr. M. A. Pigott, Hamilton, Ont.

Contractor for heating apparatus, Messrs. Maguire & Bird, Toronto, Ont.

### HAMILTON.

#### POST OFFICE, &c.

This building is completed, with the exception of a portion of the furniture and the gas-fittings, and it is to be occupied at an early date.

### KINGSTON.

#### PENITENTIARY.

A new stone piggery, 114 feet by 24 feet and 9 feet in height, is in course of erection, and is expected to be completed by December, 1886.

A new cut stone porch leading from the rotunda to the yard was built.

The walls and roof of the gas purifier house, and of the gasometer house, the pit of which was referred to in my last report, were completed, all the work being

[1886]



done by the convicts. The walls are of cut ashlar, both sides, and with cut stone eaves, cornices; the basement of the purifier house is vaulted in stone, the roofs are of wood covered with shingles and galvanized iron. The gasometer is 50 feet in diameter with 16 feet lift and a capacity of 30,000 cubic feet. The purifier house is 67 feet by 45 feet, by 26 feet in height above ground level, containing steam boiler, purifier, washers, scrubbers, meter, and a tank for storage of 175 gallons of oil. Gas pipes were laid and fittings put up throughout the prison building and Warden's quarters.

The water service has been improved by the addition of an extra iron storage tank with a capacity of 10,000 gallons, a new arrangement of valves to allow of direct pressure from pumps, or gravitation from tanks, with fire plugs and fire hose where required.

The wooden ice house, 50 feet by 30 feet by 12 feet, was replaced by one of stone, only the original roof being retained.

The steam heating, water pumps, and workshops engine are now all supplied with steam from the six new steam boilers in the boiler house, these boilers replacing those in the workshops, the old hot air furnace in the criminal lunatic asylum and the furnace which furnished hot water for the lavatories and heated the grist mill attached to the asylum.

The hot water boiler which heats the Warden's house and conservatory was repaired.

The Warden's residence was thoroughly repaired, painted, papered and fitted up with bath, water closets, &c., and a stone kitchen, with coal cellar under, 30 feet by 12 feet, was added to it.

The Warden's stables, &c., were refloored and the woodwork generally repaired.

Repairs were done to Catholic chapel woodwork, where injured by fire of 7th July, 1885; to plastering, painting of Matron's quarters, Deputy Matron's quarters, and Assistant Deputy Matron's quarters; to the woodwork and painting of the West Lodge; to the asylum, general repairs, and small repairs to building generally.

Pointing in Portland cement was done to the various buildings.

The interior of the lunatic asylum was painted.

Plans, &c., prepared and work superintended by Mr. John Bowes, Architect  
Ottawa, Ont.

## LONDON.

### CUSTOM HOUSE ENLARGEMENT.

The basement of this extension which was described in last year's report, was completed during October, 1885, and a contract for the superstructure was signed on 31st May 1886.

Architects, Messrs. Durand & Moore, London, Ont.

Contractor for basement, Mr. Patrick Navin, Amherstburg, Ont.

Contractor for superstructure, Mr. F. Toms, Ottawa, Ont.

## OTTAWA.

### NEW DEPARTMENTAL BUILDINGS, WELLINGTON STREET.

This building is carried up to the first floor level, and a large portion of the stone for the succeeding storeys is prepared.

Plans for the iron roof framing are being prepared and tenders will be invited at an early date.

Plans, &c., prepared and works superintended by this Department.

Clerk of Works, Mr. Samuel Adams, Ottawa, Ont.

Contractor, Mr. A. Charlebois, Quebec, P.Q.

## PARLIAMENT BUILDINGS.

The windows in the House of Commons dining room, and those in the Senate dining room were enlarged and furnished with new and improved frames with sashes glazed with plate glass; necessary furniture and fittings were supplied; cleaning, repainting, and paper hanging in Speaker of Senate's private apartments, and in corridors leading to Commons' dining room; the Commons' Post Office was altered and improved; and the iron crests and dormers of main building and library were painted.

Work executed under the superintendence of this Department.

## WESTERN BLOCK, DEPARTMENTAL BUILDINGS.

The removal of the Money Order and Savings Bank branches of the Post Office Department caused a reallocation of the offices of that Department, and the supply of additional fittings.

The main corridor walls were repainted.

A portion of the interior of first floor at the south-east angle was damaged by fire to such an extent that new plastering to ceiling, new doors to the Marine offices and repainting of the greater portion of the first floor corridor, and many of the Marine Department offices became necessary.

Essential repairs, cleaning, &c., have been effected.

Work executed under the superintendence of this Department.

## EASTERN BLOCK, DEPARTMENTAL BUILDINGS.

The walls of the main corridors were repainted, and necessary repairs, furnishing, fittings, cleaning, &c., were executed under the superintendence of this Department.

## PARLIAMENT GROUNDS, &amp;c.

These have been maintained efficiently.

By an Order in Council, dated 17th June, the Department resumed possession of Major Hill Park, and undertook to maintain and keep in repair the roadway and sidewalks on Wellington street from Bank street to Dufferin Bridge, and the sidewalk on Elgin and Maria streets adjoining Cartier Square.

During the fiscal year the roadway of Wellington street, excepting between Elgin and Metcalfe Streets, was graded, macadamised, and the south side laid with a new sidewalk; the block pavement on the north side of Wellington street was repaired and asphalted, and a portion of the north sidewalk adjoining Dufferin Bridge was laid with asphalt blocks.

## POST OFFICE.

The works and ceilings of the long room, offices and corridor of the Custom House were cleaned and coloured in calomine and woodwork painted.

Work done under the superintendence of this Department.

## RIDEAU HALL.

About half of the wooden sidewalks and about 500 yards of wooden fences were renewed.

The usual annual cleaning, partial repainting, repairing, whitewashing, distempering, minor alterations and repairs were done to the Government House and the various buildings in connection therewith, together with repairs to furniture under the superintendence of this Department.

## ORANGEVILLE.

## POST OFFICE.

This building was described in my report for 1884-85. It is now nearly completed and is being fitted, furnished and supplied with a hot water heating apparatus.



Plans, &c., prepared by this Department.

Superintending Architect, Mr. F. J. Rastrick, Hamilton, Ont.

Clerk of Works, Mr. Robert Hewitt, Orangeville, Ont.

Contractor for building, fittings, &c., Mr. M. A. Pigott, Hamilton, Ont.

Contractor for heating apparatus, Messrs. McGuire & Bird, Toronto, Ont.

### PETERBOROUGH.

#### POST OFFICE.

On 13th February, 1886, a contract was entered into for the erection of this building on the corner of Hunter and Water streets. It is to be fifty feet square on plan and have two storeys, basement and attic. The walls are of brick on stone foundations, and the floors, partitions, and roofs are of wood; the last mentioned covered with slate and galvanized iron.

The basement is for heating apparatus, fuel and stores, and the ground floor for the Post Office. The two principal entrances are on Hunter street, the entrance to the first floor being on Water street.

Plans, &c., prepared by this Department.

Superintending Architect, Mr. Jno. E. Belcher, Peterborough, Ont.

Clerk of Works, Mr. Thos. Rutherford, Peterborough, Ont.

Contractor, Mr. Jno. E. Askwith, Ottawa, Ont.

### PORT HOPE.

#### POST OFFICE, CUSTOM HOUSE, &c.

Building nearly ready for occupation.

Plans, &c., prepared and work supervised by this Department.

Clerk of Works, Mr. Joseph G. King, Port Hope, Ont.

Contractor for building, fittings and furniture, Mr. Wm. Toms, Ottawa, Ont.

Contractor for heating apparatus, Mr. E. Chanteloup, Montreal, P.Q.

### ST. THOMAS.

#### POST OFFICE, CUSTOM HOUSE, &c.

The various public Departments are now occupying this building, and the fencing, grading, &c., about it are being proceeded with.

## PROVINCE OF MANITOBA.

### WINNIPEG.

#### POST OFFICE.

A description of this building is contained in my report for 1883-84. The building is now constructed and is expected to be furnished with office fittings and furniture, hydraulic elevator, and hot water heating apparatus, ready for occupation during the coming autumn.

Plans, &c., prepared by this Department.

Resident Clerk of Works, Mr. D. Smith.

Contractors for building and fittings for offices, Messrs. J. E. Gelley & Co., Winnipeg, Man.

Contractors for heating apparatus, Messrs. Garth & Co., Montreal, P.Q.

[1886]



## DRILL HALL.

This building was described in my last annual report. The construction was rapidly proceeded with and the building completed and occupied last autumn. Subsequently it was considered necessary to floor the hall, and this was done by appropriations from both Local and Dominion Governments.

Architect, Mr. Geo. Stewart, Winnipeg, Man.

Resident Clerk of Works, Mr. D. Smith.

Contractors, Messrs. Murray & McDiarmid, Winnipeg, Man.

## STONY MOUNTAIN.

## MANITOBA PENITENTIARY—NEW WORK.

*Warden's Residence.*—Owing to the Warden's quarters in the prison building being required for additional cell room, a new residence for the Warden became necessary, and is now in course of construction. It is a three-storey brick building on stone foundation, with partitions, floors and roof of wood. A hot water heating apparatus and the necessary gas fittings are being put in.

*Guards' New Cottages.*—These, which were commenced and completed during the fiscal year, consist of a brick block on a stone foundation, 80 feet by 24 feet on plan, exclusive of attached kitchens, and divided into six tenements.

*Meat and Slaughter House.*—A wooden one-storey building, 40 feet by 20 feet, erected in the summer of 1885.

## ALTERATIONS AND REPAIRS.

*Main Prison Building.*—Additional cells being urgently required, the officers store rooms and chapels were altered into cells; the Warden's quarters altered to offices, chapel and hospital, and the basement store rooms, wash house, men's dining room, &c., into steward's store, clothes room and bath rooms. By these changes forty-six additional cells were obtained, each with a separate water supply and supplied with regulation iron beds. There are seven new baths, six in the basement and one in second floor; two new water closets in basement, one new urinal each in basement and second floor; and wash basins for hospital and chapels. The windows of the first and second floors of the portion altered as above, were strengthened with iron bars and iron barriers with gates put up to separate the administrative from the prison portion of the building.

The electric bell system was remodelled and enlarged.

*Chief Keeper's Quarters.*—General repairs to plaster, tinting walls, &c.

*Guards' Cottages.*—Ordinary and essential repairs generally.

## BIRTLE AND MINNEDOSA.

## IMMIGRANT SHEDS.

A contract for these sheds was entered into on 7th June, 1886, and it is expected that they will be completed during July, 1886.

They are being built from the same plans and specification, and are one-storey in height, of wood, measuring 40 by 24 feet on plan.

Resident Clerk of Works, Mr. D. Smith.

Contractors, Messrs. J. E. Gelley & Co., Winnipeg, Man.

## NORTH-WEST TERRITORIES.

## HIGH RIVER AND QU'APPELLE.

## INDUSTRIAL SCHOOLS.

These buildings were described in a previous report. The attics have since been finished for dormitories, a portion of the domain has, in each case, been fenced in, and the buildings are now occupied.

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**CALGARY AND MEDICINE HAT.**
**IMMIGRANT BUILDINGS.**

These buildings described in last year's report are completed and occupied.

**REGINA.****POST OFFICE.**

This building was described in last year's report and it has since been completed, fitted up as a Post Office and occupied.

Heating is by stoves.

**DOMINION GAOL AND LUNATIC ASYLUM.**

Completed and occupied.

Heating is by stoves.

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**BRITISH COLUMBIA.**
**NEW WESTMINSTER.****PENITENTIARY.**

A permanent water service including a dam, and cast iron mains was put in.

Three pairs of wooden semi-detached dwellings for guards are in process of erection on the penitentiary reserve, and will probably be completed the coming autumn.

One-half an acre of ground was purchased from the Catholic Church for use as a burial ground for convicts.

Various necessary urgent repairs to the main building were executed.

Works carried on under the supervision of the Hon. Jos. W. Trutch, C.M.G.

Contractor for water works, Messrs. Smith & Homer.

Contractor for cottages, Messrs. Scouller & Co., Victoria, B.C.

**ALBERT HEAD.****QUARANTINE STATION.**

Since my last report the station has been provided with sheds' offices, stables, fencing, grading, drains, brick water tank, iron piping, landing stage, mooring anchor and chain, and hydraulic ram for supply of water to tank.

During this summer grading highway from public road to hospital, sinking mooring, ring bolts for ships, shall be completed.

Works carried on under the supervision of Hon. Jos. W. Trutch, C.M.G.

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**GENERALLY.**

In addition to the foregoing are the ordinary and essential repairs to a large and increasing number of buildings; the supply of fuel, light and water, as well as the management of the engineers, firemen, caretakers, &c., at the various Dominion Public Buildings.





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APPENDIX No. 3.

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LIST

OF

ENGINEERS, FIREMEN AND CARETAKERS

OF

PUBLIC BUILDINGS THROUGHOUT THE DOMINION,

GIVING

DATE OF APPOINTMENT, SALARY PAID, ETC.

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## APPENDIX No. 3.

Ref. No. 72,594.

STATEMENT showing the Engineers, Firemen, Caretakers and Watchmen Employed at Dominion Public Buildings, on 30th June, 1886, giving Date of Appointment, Salary, &c.

Place.	Building.	Name.	Position.	Date of Appointment.	Salary per Month.	Time employed per Annum.	Total Amount Paid per Annum.
					\$ cts.		\$ cts.
Halifax .....	Dominion Building.	John Powell .....	Engineer.	1st October, 1871...	62 50	12 months...	750 00
	do	Richard Power .....	Fireman.	1st do 1871...	50 00	6 do	300 00
	do	M. Sullivan .....	Watchman.	31st do 1883...	9 00 p.w.	12 do	468 00
	do	G. Tobin .....	do	31st do 1883...	9 00 p.w.	12 do	468 00
	Penitentiary.	G. Kennedy .....	Caretaker.	31st do 1880...	37 50	12 do	450 00
	Post Office.	M. Johnson .....	do	8th do 1885...	33 33	12 do	400 00
	do	P. Sutherland .....	do	Temporary Appointment	33 33	12 do	400 00
	Dominion Building	D. McLeod .....	Engineer.	12th September, 1873...	50 00	12 do	600 00
	do	Ed. Harding .....	Fireman.	6th October, 1881...	28 00	6 do	168 00
	do	E. Fleming .....	do	7th do 1882...	28 00	12 do	336 00
	do	Jas. Grant .....	Watchman.	18th August, 1881...	37 50	12 do	450 00
	do	Geo. Walker .....	do	.....	37 50	12 do	450 00
	do	Jas. Brazel .....	do	5th November, 1885...	33 34	12 do	400 00
	Custom House	G. H. Jones .....	Engineer.	17th February, 1880...	60 00	12 do	720 00
	do	Christopher White .....	Fireman.	9th November, 1885...	45 00	6 do	270 00
	do	T. W. Shawe .....	Caretaker.	8th December, 1881...	41 67	12 do	500 00
	Post Office.	Henry Howe .....	Engineer.	4th November, 1881...	55 00	12 do	660 00
	do	Ed. Haney .....	do	27th do 1882...	40 00	12 do	480 00
	Penitentiary	Geo. Campbell .....	Caretaker.	29th October, 1880...	37 50	12 do	450 00
	Savings Bank.	P. Dawson .....	Engineer.	28th January, 1879...	45 00	6 do	270 00
	Penitentiary	Jas. Percy .....	do	21st November, 1882...	33 33	12 do	400 00
	Post Office.	Jas. Perkins .....	Caretaker.	31st May, 1881...	33 33	12 do	400 00
	do	John Asbill .....	do	19th October, 1883...	33 33	12 do	400 00
	do	Ezra Hicks .....	do	11th January, 1886...	33 33	12 do	400 00
	do	Patrick Keating .....	do	.....	33 33	12 do	400 00
	do	Richard Maxted .....	do	8th October, 1885...	33 33	12 do	400 00
	Examining Warehouse.	P. Denechaud .....	Engineer.	27th June, 1874...	45 00	6 do	270 00
	do	Jas. Matthews .....	do	4th December, 1885...	55 00	12 do	660 00
	Custom House	C. Juneau .....	do	1st July, 1876...	45 00	6 do	270 00
	Post Office.	Jos. Forand .....	Caretaker.	29th September, 1882...	16 67	12 do	200 00
	do	Wm. Comper .....	Watchman.	— December, 1881...	12 50	12 do	150 00

Montreal.....Que...	Examining Warehouse...	M. Boyer.....	Fireman.....	4th March, 1882...	182...	45 00	12	do	540 00
	Post Office.....	John Watson.....	Engineer.....	18th October, 1876...	1876...	60 00	12	do	720 00
	Inland Revenue.....	F. Green.....	do.....	1st January, 1885...	1885...	61 00	12	do	720 00
	Custom House.....	Thomas Ryan.....	do.....	4th March, 1882...	1882...	81 00	12	do	960 00
	do.....	W. Wallace.....	Fireman.....	1st October, 1882...	1882...	45 00	8	do	360 00
	do.....	J. A. Marchand.....	do.....	2nd December, 1882...	1882...	45 00	8	do	360 00
Three Rivers.....Que...	Drill Shed.....	J. B. Emond.....	Caretaker.....	11th January, 1883...	1883...	150 p d	12	do	574 80
	Custom House.....	R. Lajoie.....	do.....	1st March, 1883...	1883...	58 33	12	do	700 00
	Post Office.....	Jos. Carboneau.....	do.....	27th July, 1883...	1883...	30 42	12	do	365 00
	Public Building.....	P. Rawson.....	do.....	12th December, 1884...	1884...	33 33	12	do	400 00
Sherbrooke.....Que...	Post Office.....	J. A. Wills.....	Engineer.....	23rd August, 1873...	1873...	90 00	13	do	1,080 00
	Public Building.....	Jas. Humphreys.....	Fireman.....	16th November, 1881...	1881...	45 00	6	do	270 00
Toronto.....Ont...	Examining Warehouse...	Jas. Cosgrove.....	do.....	28th December, 1874...	1874...	60 00	12	do	720 00
	Post Office.....	Wat. Stewart.....	do.....	11th March, 1875...	1875...	55 00	6	do	330 00
	do.....	Henry L. Bell.....	do.....	9th May, 1885...	1885...	45 00	6	do	270 00
	Revenue Building.....	Jas. Claxton.....	do.....	25th October, 1882...	1882...	45 00	6	do	270 00
Hamilton.....Ont...	Public do.....	John Drysdale.....	Engineer.....	9th March, 1880...	1880...	90 00	12	do	1,080 00
Kingston.....Ont...	Military College.....	W. Johnson.....	do.....	31st May, 1881...	1881...	65 00	12	do	780 00
	do.....	M. Madlen.....	Fireman.....	12th October, 1878...	1878...	55 00	6	do	330 00
London.....Ont...	Custom House.....	Thomas Bayley.....	Engineer.....	27th November, 1873...	1873...	50 00	12	do	600 00
	Post Office and Custom House.....	John Price.....	Fireman.....	14th January, 1881...	1881...	45 00	12	do	540 00
	do.....	Wm. Green.....	Caretaker.....	1st February, 1885...	1885...	33 34	12	do	400 00
Brantford.....Ont...	do.....	John Squires.....	Engineer.....	27th October, 1880...	1880...	50 00	12	do	600 00
Windsor.....Ont...	do.....	John Hannan.....	do.....	7th do 1880...	1880...	50 00	12	do	600 00
	do.....	Wm. Curtis.....	Caretaker.....	9th November, 1880...	1880...	33 33	12	do	400 00
Chatham.....Ont...	do.....	Henry Dunn.....	Engineer.....	23rd September, 1884...	1884...	50 00	7	do	250 00
	do.....	W. W. Mitchell.....	Caretaker.....	7th January, 1885...	1885...	33 31	12	do	400 00
	do.....	J. P. Reeves.....	do.....	17th October, 1883...	1883...	50 00	12	do	600 00
	Public Building.....	W. By on.....	do.....	3rd August, 1883...	1883...	33 33	12	do	400 00
Belleville.....Ont...	do.....	A. H. Goo Lve.....	do.....	11th do 1884...	1884...	33 33	12	do	400 00
St. Catharines.....Ont...	do.....	Auz. Menke.....	do.....	1st November, 1885...	1885...	33 33	12	do	400 00
Geolph.....Ont...	do.....	Levi Reynolds.....	do.....	17th do 1886...	1886...	45 09	12	do	540 00
Berlin.....Ont...	do.....	J. N. Roberts.....	do.....	8th October, 1885...	1885...	33 33	12	do	400 00
Port Hope.....Ont...	do.....	Gilbert Campbell.....	do.....	7th March, 1885...	1885...	33 33	12	do	400 00
Stratford.....Ont...	do.....	Thos. Murphy.....	do.....	21st do 1885...	1885...	33 33	12	do	400 00
Clifton.....Ont...	do.....	Chas. Stephenson.....	do.....	5th do 1885...	1885...	33 33	12	do	400 00
Cornwall.....Ont...	do.....	John Lovegrove.....	do.....	4th September, 1885...	1885...	33 33	12	do	400 00
Brockville.....Ont...	do.....	Jas. Russell.....	do.....	2nd March, 1886...	1886...	33 33	12	do	400 00
Amherstburg.....Ont...	do.....	F. Edwards.....	do.....	10th October, 1881...	1881...	30 00	12	do	360 00
St. Thomas.....Ont...	do.....	J. O. Peritt.....	do.....	10th do 1884...	1884...	15 00	12	do	180 00
Barrie.....Ont...	Council Chamber.....	do.....	do.....	24th September, 1884...	1884...	50 00	12	do	600 00
Regina.....N.W.T.	Jail.....	John Thompson.....	do.....	24th do 1884...	1884...	50 00	12	do	600 00
Nanaimo.....B.C.	Public Building.....	John McMurphy.....	do.....						
New Westminster.....B.C.	do.....								

R. STECKEL,





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APPENDIX No. 4.

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REPORT

ON THE

HEATING APPARATUS, GAS, WATER & BELL SERVICES, ETC.,

IN THE

PUBLIC BUILDINGS, OTTAWA,

*For the Fiscal Year Ended 30th June, 1886.*

BY

JOHN R. ARNOLDI, MECHANICAL ENGINEER.

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## APPENDIX No. 4.

## REPORT OF THE MECHANICAL ENGINEER.

Ref. No. 70,812.

MECHANICAL ENGINEER'S OFFICE,

OTTAWA, 15th September, 1886.

SIR,—I have the honour to report as follows in reference to the Public Buildings, Ottawa, during the fiscal year ended the 30th June, 1886, viz.:—

## PARLIAMENT BUILDING.

A further extension of the "Edison" incandescent electric light was made during recess in the Chamber, corridors and Speaker's apartments, &c., of the House of Commons, and basement rooms and corridors in the Senate side, making a total of 564 lamps of sixteen candle power in the building, laid off in three sections, only two of which can be run simultaneously owing to the present dynamo power being limited to 400 lamps.

An extension of this incandescent system having been authorized during the last Session of Parliament, increased power will now be introduced by the removal of the whole generating apparatus to the old Government water works building at the foot of the Rideau Canal, where better and more economical results can be obtained. The limited premises in the Parliament building prevented any extension of the apparatus there.

A new duct and fan was added to the apparatus of the Parliament building to improve the ventilation of the Railway Committee room, restaurant, kitchen, basement corridors and other portions of the Senate. Ventilation shafts were also added to improve the paste room of the House of Commons.

Nothing was required to be done to the heating apparatus, boilers, plumbing, gas or bells of this building beyond ordinary maintenance.

## EAST AND WEST BLOCKS.

Nothing was required to be done beyond the ordinary maintenance to the heating apparatus, boilers, water and bell services.

## SUPREME COURT.

Nothing but ordinary maintenance was required in this building to the heating apparatus, boiler, gas, water and bell services.

## OTTAWA POST OFFICE AND CUSTOMS BUILDING.

No work was required to be done here apart from the ordinary maintenance to the heating, gas and water services.

## GEOLOGICAL MUSEUM.

Nothing but the ordinary repairs to the water, gas and bell services were required to be done in this building.

## PARLIAMENT GROUNDS FLOWER PROPAGATING HOUSE.

No work was required in this building.

## INDIAN AFFAIRS (LEASED).

It was found necessary to overhaul and renew a portion of the heating furnace in this building. Apart from this, maintenance only was required to the water, gas and bell services.

## POST OFFICE DEPARTMENT (LEASED) SAVINGS BANK BRANCH.

As this building was newly fitted up last year nothing but the ordinary maintenance was required in connection with the water, gas and bell services.

## MAJORS' HILL PARK.

Water mains, valves, hose, &c., were provided in these grounds for watering the flowers.

## RIDEAU HALL.

Three hot air furnaces were renewed in this building last fall, otherwise ordinary maintenance only was found necessary to the rest of the heating apparatus and the gas, water and bell services.

I have the honour to be, Sir,

Your obedient servant,

JNO. R. ARNOLDI,

*Mechanical Engineer.*

A. GOBEL, Esq.,

Secretary Department of Public Works.

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APPENDIX No. 5.

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REPORT

ON

HARBOURS AND RIVERS, DREDGES, DREDGING AND SURVEYS

THROUGHOUT THE DOMINION,

FOR THE FISCAL YEAR ENDED 30TH JUNE, 1886.

BY

HENRY F. PERLEY, CHIEF ENGINEER.

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## APPENDIX No. 5.

## REPORT OF THE CHIEF ENGINEER.

Ref. No. 72,171

CHIEF ENGINEER'S OFFICE,

OTTAWA, 5th November, 1886.

SIR,—I have the honour to submit herewith my annual report on the harbour works under my charge during the last fiscal year.

I am, Sir,

Your obedient servant,

HENRY F. PERLEY,  
*Chief Engineer.*

A. GOBEIL, Esq.,  
Secretary Public Works Department.

## PRINCE EDWARD ISLAND.

## BAY VIEW PIER.

This pier is on the eastern side of the mouth of Hope River, which flows into New London Harbour.

During the year this pier was put in a good state of repair.

## BELFAST PIER

in Queen's County, on the south side of Orwell Bay, and distant from Port Selkirk Pier four and a-half miles.

Four fender piles have been driven on the eastern face of the pier to prevent the guard of the steamer "Heather Belle," which calls regularly from catching on top of the pier.

## CASCUMPEC.

Cascumpec Harbour, Prince County, is situated on the north coast of Prince Edward Island, about 20 miles south of North Cape.

This commodious harbour is obstructed by two bars, the outer of sand, the inner of rock. The outer being of sand can be removed by a dredge, but as it would be useless dredging it while the inner one remained, sub-marine blasting on the latter has been undertaken, and at the close of the year, one cut, 30 feet wide, had been nearly completed through the rocky ledge.

## CHAPEL PIER.

Chapel Pier, Lot 55, King's County, is situated on the southern side of the Grand or Boughton River, opposite, and distant about half a mile from Poplar Point Pier, and 9 miles from Cardigan Station, of the Prince Edward Island Railway.

A small amount was expended in effecting necessary repairs.

[1886]

## CLIFTON.

Clifton Wharf, Queen's County, is on the south side of the South-West River, two and a-half miles from its entrance into New London or Greville Bay.

The wharf received general repairs during the year.

## HURD'S POINT

This pier is in Prince County, and is situated on the south side of the southern arm of Summerside Harbour, and about 3 miles south of the town of Summerside.

The work of rebuilding the outer or damaged portion of the pier and the construction of two blocks, one on each side of the outer end, and mentioned in last year's report as being about one-half completed, were satisfactorily finished by the contractor, on the 21st September, 1885.

The excavation of the deep-water channel to this wharf was completed in July, 1885.

## KIER'S SHORE PIER

Is situated on the eastern side of Richmond or Malbeque Bay, Prince County.

The entire roadway of the pier, out to the outer block which is plank covered, has been re-made with stone and clay, and repairs executed to the planking and fenders.

## MIMINIGASH

Is situated on the north-west coast of Prince County, and about half way between North Cape and West Point.

The foundation of the north breakwater having been undermined at its outer end by the action of the sea, and Parliament having appropriated a sum of money for the necessary improvements, the outer part of the work was close-piled, new face-timbers, cross and longitudinal ties inserted, ballast was replaced where it had been washed out, and the work generally put in good condition.

## NEW LONDON.

The harbour of New London or Greville Bay is on the north side of the island, about 10 miles south-east from the entrance into Richmond Bay.

During the year 615 lineal feet of pile and brushwork and stone breastwork for the protection of the beach on the eastern side of the harbour has been rebuilt, the same having been undermined and carried away late in the autumn of 1884.

## NORTH CARDIGAN.

Lot 54, King's County, on the north side of Cardigan River, near its entrance into Cardigan Bay.

During the past year the flooring of the outer block and over a portion of the spans between the shore blocks was renewed, and the roadway levelled and repaired.

## PORT SELKIRK PIER

Is on Lot 57, Queen's County, and on the south side of Orwell River, near its entrance into Orwell Bay.

Four tender piles were driven at the south-west corner of the pier to prevent the guard of the steamer "Heather Belle" catching on the pier.

## RUSTICO.

Rustico is situated on the northern side of the island, about midway between North and East Points.

The outer end of the western breakwater, completed by the Department in 1884, being in danger of becoming undermined has been attended to by driving fifty additional piles around the outer end, the outer 30 feet being further protected by a mat of brush and stone.



## SOURIS.

Souris, or Colville Bay, is on the east coast of King's County, about 16 miles south of East Point.

The breakwater at Knight's Point which is much exposed to storms and weakened by the attacks of the sea-worm, has, since its construction in 1876, received serious damage, and, with the amount available for expenditure in 1885-86, the weakest portions were protected by close-piling, and other repairs were effected.

This work will require constant general repair until such time as its seaward face and outer end are protected by large blocks of concrete or heavy stone.

## STEVEN'S PIER.

Steven's is one of the three piers assumed by the Dominion at Montague, King's County. It is the second pier on the south side of the river below Montague Bridge, the head of navigation.

During the past year the whole of the pile work of the pier head was removed, new piles were driven, and new caps, floor stringers and flooring laid. General repairs were also made to the approaches and blocks, and new stringers, flooring and caps laid over the openings.

## TIGNISH

At the mouth of Big Tignish River, Prince County, about eight miles east of North Point.

The extension of the breakwater mentioned in the report of last year as being fairly under way was completed on 21th August, 1885.

The dredge arrived in the harbour early in June, and was engaged in deepening between the piers at the entrance to the harbour.

## VERNON RIVER PIER,

On Lot 20, Queen's County, 2 miles above its junction with Orwell Bay.

Some guard piles have been placed on a portion of the channel face of the pier.

## VICTORIA OR CRAPAUD.

Victoria is situated at the head of navigation in Crapaud Basin, and is about mid-distant between Charlottetown and Summerside.

During July, August and September, 1885, the dredge "Prince Edward" was engaged in deepening the channel across the "bar," which interfered with navigation at this place.

## WOOD ISLANDS

On the south coast, about 35 miles south-east from Charlottetown.

With the amount available, the work built by the Provincial Government, and not completed, was placed in fair condition.

## NOVA SCOTIA.

## AVONPORT.

Avonport, King's County, is on the southern side of the Basin of Minas, at the mouth of the River Avon, and is distant from Windsor 12 miles.

The amount available has been expended in rebuilding the approach to the wharf, raising the outer end, and on other necessary work.

[1886]

49

## BEAR TRAP.

Bear Trap is a small boat harbour in Lunenburg County, about half way between the town of Lunenburg and Liverpool, in Queen's County.

A channel has been opened from the head of the cove into a small pond, thus affording perfect security for a number of fishing boats.

## CANADA CREEK.

Canada Creek, King's County, is on the southern shore of the Bay of Fundy, 4 miles east of Harbourville, and 60 miles east of Digby Gut.

The eastern pier at this place has been repaired.

## CHEVERIE.

Cheverie, Hants County, is on the north shore of the Basin of Minas, near the mouth of the River Avon, and 16 miles from Windsor, the shire town.

The west face of the loading pier was repaired by the Department, the inhabitants repairing the eastern face.

Large quantities of gypsum are shipped from this pier to the American markets.

## CHESTER CANAL.

The small boat channel, made by the Government of Nova Scotia in 1864 and 1865, to enable the residents of the western shore of Chester Basin to more easily reach the wharves in Chester Harbour, Lunenburg County, having become somewhat filled in, has been cleared out, and the retaining walls improved. Boats can now be passed through at half tide.

## CHÉTICAMP.

In Inverness County and at its northern end.

The dredge "George McKenzie" was employed at this place during the whole of the fiscal year in deepening to 14 feet at low water the channel which had been opened in 1876-77, and, owing to its exposed position, had become filled.

## CHIPMAN'S BROOK,

In King's County, is on the south shore of the Bay of Fundy, and about 3 miles west from Hall's Harbour.

Some ledges of rock have been removed from the bed of the brook alongside of the wharf, and some general repairs made to the seaward face of the work.

## COW BAY.

Cow Bay is on the eastern coast of Cape Breton, and about 18 miles south-east from Sydney.

This breakwater is 1,380 feet in length, and is exposed to the full force of the Atlantic during easterly gales. It is also much weakened from the ravages of the sea worm.

With the amount available a breach on its seaward face has been repaired by cutting away the old work for a length of 60 feet, from 4 feet above to 3 feet below low water, filling this space with a new block, close-piling over a distance of 44 feet and in placing 18 fenders with chocks on the inner face.

The work was again severely damaged, after the completion of these repairs, by the storm of the 26th and 27th December, 1885.

## CRANBERRY HEAD.

Cranberry Head, or Sandford, is in the County of Yarmouth, and about 6 miles to the northward of the town of Yarmouth.

Slight repairs were made to the seaward face of the breakwater at this place.

## DELAP'S COVE.

Delap's Cove, Annapolis County, is on the south coast of the Bay of Fundy, about 12 miles north-east from Digby Gut.

During the fiscal year a portion of the seaward face of the breakwater was protected to prevent scour of the foundation, and ballast was placed where required.

## DIGBY.

Digby, the shire town of the County of Digby, is situated at the western end of Annapolis Basin.

A severe storm on the 27th December, 1885, almost entirely destroyed the landing pier at this place.

Digby being an important point of call for steamers and other craft, steps were at once taken to give temporary relief, and with the amount available a length of 80 feet of pier was reconstructed and a portion of the wreckage cleared away, thus permitting the tug and lighters attending the passenger and freight boats to load and unload.

## EAST BAY.

East Bay, Cape Breton, is an arm of the Bras d'Or Lake.

The approach to the wharf has, during the year, been put in a good state of repair.

## GRAND NARROWS.

Grand Narrows, or Barra Strait, connects the Great with the Little Bras d'Or Lake.

The wharf built by the Department during 1883-84 on the south side of the strait (in Cape Breton County) has been placed in a thorough state of repair.

## GRANTON

On the Middle River of Pictou.

During the early part of 1886 the dredge "Cape Breton" was engaged in the removal of a shoal in the river opposite this place, to permit deep draught vessels to approach the wharves.

## GREAT VILLAGE RIVER.

Great Village River empties into Cobequid Bay, the extreme end of the south-eastern arm of the Bay of Fundy.

The work of opening a new and straight channel for the river through the marsh, which had been suspended since the latter part of 1884, was resumed about the middle of May last.

## GREEN COVE.

Green Cove, Yarmouth County, lies about 13 miles to the northward of the Town of Yarmouth.

The outer end of the pier has been raised, and the sheathing on the outer face of the breakwater repaired.

## GROS NEZ.

Gros Nez is a small fishing station at the eastern extremity of Petit de Grat Island, Richmond County, C.B.

During the year 1885-86, a breakwater, 150 feet in length, was built to shelter the anchorage and landing place for fishing boats.

## HALIFAX.

An attempt was made to dredge for the Imperial authorities off the "Gun Wharf," Halifax Harbour, but had to be abandoned, as the dredge "St. Lawrence" was not found suitable.



This dredge was removed to the North-West Arm where she was engaged for a few weeks in deepening the channel at the head of the arm.

#### HALL'S HARBOUR.

Hall's Harbour is on the south shore of the Bay of Fundy, 11 miles north of Kentville, the shiretown of King's County.

The outer portion of the pier which had been badly damaged in November, 1884, was repaired.

#### HAY COVE.

Hay Cove, Richmond County, is an inlet from the Great Bras d'Or Lake, and is distant from the St. Peter's Canal 10 miles by water.

In 1883-84 a small wharf, 41 feet in length and 21 feet in width, built by the residents of the locality, was raised to a height of 5 feet above lake level, and a block, 27 feet 6 inches in width, was partially constructed and placed against its south face.

During the past year the sum of \$100 has been expended in raising the south block 6 feet, and in other improvements.

#### HILTZ NARROWS.

Also known as Silver Point, is on the west side of Mahone Bay, Lunenburg County, about 4 miles to the northward from the village of Mahone Bay. The Narrows are the entrance to a large pond, perfectly sheltered, and a safe and commodious harbour for fishermen and others.

The wharfing pier which had been damaged by ice, was repaired, and some rocks removed from the channel, and much benefit has been derived therefrom.

#### IONA.

Iona is situated in Inverness County, C.B., on the north side of the Grand Narrows or Barra Strait, connecting the Great Bras d'Or Lake with the Little Bras d'Or.

The landing wharf, built some years ago by the Provincial Government, having been damaged by the ice, was repaired and extended by the Department during the year.

#### KINGSPORT.

Kingsport, formerly Oak Point, is on the western shore of the Basin of Minas, between the mouth of the Cornwallis River and Cape Blomidon.

The covering of the inshore portion of the work, which was much decayed, has been made good.

#### MABOU.

Mabou, Inverness County, is on the western coast of Cape Breton, 6 miles to the northward of Port Hood.

During the year a wall of brush and stone, 570 feet in length, was built to arrest the travel of sand from the westward, and it is reported that the channel opposite it has been much improved thereby.

The dredge "Canada" was engaged from 1st July until 14th September in improving the entrance to the harbour.

#### MORFEN,

On the south shore of the Bay of Fundy, is at the western end of King's County 30 miles to the eastward of Digby Gut.

Slight repairs were made to the inner end of the "break."

## OGILVIE.

The pier at Ogilvie is on the south shore of the Bay of Fundy, about midway between Harbourville and Morden in King's County.

The repairs mentioned in the report of last year as being in hand were completed during the fiscal year ended 30th June last.

## PETITE RIVIÈRE.

Petite Rivière, Lunenburg County, empties into Green Bay, about 7 miles to the westward of the mouth of La Have River. The mouth of the bay is some 2 miles wide, and is directly exposed to storms from the Atlantic.

During the past year the construction of a breakwater, built entirely of stone, was commenced at Cherry Point, a short distance to the south of the river, and with the amount available, 200 feet have been built, 20 feet wide on top and standing 5 feet above high water springs.

## PICKET'S PIER.

This pier is about 2 miles below the village of Canning, King's County, and near the mouth of Habitant River, which flows into the western side of the Basin of Minas.

The inner western corner of the pier was repaired.

## SOMERVILLE

Is situated on the north side of Mahone Bay, Queen's County, about 12 miles to the westward of Liverpool.

The breakwater at this place which had been much weakened by the action of the seam worm and damaged by storms to which it is much exposed, was repaired during the fiscal year.

## TROUT COVE.

Trout Cove, Digby County, is on the south shore of the Bay of Fundy, nearly mid-way between Digby Gut and Petit Passage.

During the fiscal year the inner portion of the wharf, which was old and much weakened from the effects of storms, was repaired. One hundred feet of new facing built. The "break" was raised and strengthened, and some ballast placed in the outer end of the work.

## VICTORIA,

In King's County, on the Bay of Fundy and about 2 miles west from Morden. Some slight repairs were made to the pier at this place.

## WEST PUBNICO.

West Pubnico is at the south-eastern end of Yarmouth County, and about 30 miles from the town of Yarmouth.

For the purpose of affording wharf accommodation for the numerous fishing boats engaged at this place, Parliament voted the sum of \$1,000, and this amount has been expended in connecting a small island, distant from the shore about 300 feet, with it by a stone embankment, 25 feet in width.

By the construction of a pier further out towards the channel, a depth of 12 feet at high tide would be reached in a distance of 400 feet, and the accommodation required be gained.

## WHITE POINT.

White Point, on the Atlantic coast of Queen's County is about 8 miles south-east from the entrance to Liverpool Harbour.

[1886]



The breakwater at this place was commenced by the Local Government and added to by the Dominion. It is much exposed to the Atlantic storms, and the teredo or sea worm is very destructive at this point. So much so that the outer blocks have been carried away and the ballast they contained, as well as a portion of the stone slope, has been carried into the area sheltered by the breakwater.

During the year the sum of \$470.53 has been expended in removing this ballast and in closing in the damaged end of the work.

Owing to the exposed site and the ravages of the sea worm, it is impossible to maintain an inexpensive wooden or other structure.

#### YARMOUTH.

Yarmouth is the shire town of the county of that name.

A spindle has been erected on Sollow's Rock which lies near the north side of the channel about half way up Yarmouth Harbour, and the crib-beacon on Lobster Rock was repaired.

The dredge "Canada," was engaged during a few weeks in June, 1886, in widening the channel in the harbour.

### NEW BRUNSWICK.

#### ANDERSON'S HOLLOW.

Anderson's Hollow, Albert County, is on the eastern side of Salisbury Bay, between Cape Enragé and Matthew's Head.

The extension of the breakwater referred to in the report of last year as being nearly completed, was finished on 1st August, 1885. The work has now a total length of 290 feet.

#### BUCTOUCHE,

In Kent County, and on the River Buctouche, which empties into the Strait of Northumberland, about 25 miles to the northward of the entrance to the harbour of Shediac.

During the year an approach to the wharf built by the Department was acquired.

#### GRAND ANSE.

Grand Anse, Gloucester County, is a small indentation in the southern shore of the Baie des Chaleurs, about midway between the harbours of Bathurst and Shippegan.

The heavy gale of 4th November, 1884, accompanied by an extreme high tide, did serious damage to the breakwater. Repairs were carried on in the first half of the fiscal year, and the damaged portion was rebuilt with the exception of the "break," the work being considered safe for the winter. On 22nd January a strong north-east wind with a tidal wave forced the entire body of ice in the bay on to this shore, and the entire top of the breakwater, except the L on the western end was carried away down to low water mark.

#### HOPEWELL CAPE.

Hopewell Cape, Albert County, is on the west side of the Petiteodiac River, 7 miles below Hillsboro', and 7 above Grindstone Island at the mouth of the river.

The extension of the ballast wharf, a distance of 200 feet, was completed on the 27th August, 1885.

#### RIVERS RESTIGOUCHE AND UPSALQUITCH.

The Restigouche, of which the Upsalquitch is a branch, forms part of the boundary between the Provinces of New Brunswick and Quebec, and empties into the Baie des Chaleurs, above Dalhousie the shiretown of Restigouche County.



Several obstructions existed on these streams which interfered with the passage of scows and rafts, notably at Chain Rocks, Dead Man's Passage and Thorn's Point, on the Restigouche, and at Great Falls, and Little Falls on the Upsalquitch, and the amount appropriated was expended in partially improving the navigation at these points. Much work, however, remains to be done to complete the improvements required.

#### RICHIBUCTO.

The harbour of Richibucto, Kent County, is on the Strait of Northumberland, 40 miles north of Shediac.

In the report of last year it was stated that the protection works had received considerable damage during the heavy gale of November, 1884, and that provision had been made for repairing them. The work of repair was well under way, when, on the 30th October a severe storm from the north-east, accompanied by a very high tide, did a considerable amount of damage to the work in hand.

#### ST. JOHN HARBOUR.

The work of rebuilding the breakwater at Negro Point at the entrance to the harbour was carried on in a desultory manner by the contractors during the first part of the fiscal year. However, better progress was made by them towards the end of the year, and the work may now be considered well in hand.

The dredge "St. Lawrence" operated on the tail of the Navy Island Bar, and opened a passage through it with 15 feet depth at low tides, and also off the end of Adam's Wharf, Carleton.

#### RIVER ST. JOHN.

At Marble Cove, Indiantown, St. John, the dredge "New Dominion" was engaged during the month of October, 1885, in opening a channel.

Towards the latter end of May, 1886, the opening of a channel in Bellisle Bay was commenced, and at the close of the fiscal year was partially completed.

The cut or channel off the railway wharf at Gibson, opposite Fredericton, referred to in the report of last year, was brought to completion, and a depth of 13 feet at low water obtained.

Between Fredericton and Bear Island a large number of boulders have been removed out of the steamboat channel. From Bear Island upwards to River des Chutes, some improvements have been made at the Pokiok and Nackawick, and the reef at the Meductic Falls has been lowered fully 2 feet. The bank of the river has been improved at three points to permit the steamer which plies above Fredericton to call.

On the Tobique and the main river between the Aroostook and the Grand Falls, improvements have been effected at Nictau Bar, Miller's Bar, Little Nictau Bar, Forbes' Island Bar, Bullan's Bar, Gaunce's Bar, Riley Brook Bar, Harley Brook Bar, Blue Mountain Bend Bar, Dow's Flat Bar, Knowlton's Bar, Blue Bar, Gulquac Bar, Coplin's Bar, Berry's Bar, Wooskey's Bar, Prosser's Bar, Smith's Bar, Ben Reed Bar, McNab's Bar, Lower Reef Rapids, The Narrows, and Little River Rapids.

Above Grand Falls the tow-path has been repaired as far as Green River, and between Green River and Edmundston several new bridges have been built, and overhanging trees and bushes have been removed. From Edmundston to Fish River, besides repairing the tow-path, several sand bars were removed, and between Fish River and St. Francis blasting was done at Hafford's Rock, and the tow-path repaired.

On the Madawaska, which empties into the St. John at Edmundston, many improvements have been made in the tow-path, by repairing the bridges, and the removal of overhanging trees and bush.

## QUEBEC.

## ANSE À L'EAU.

Near Tadousac, at the mouth of the Saguenay.

Further repairs to the wharf at this place were made during the summer of 1885.

## ANSE DU PORTAGE

At the mouth of the Saguenay and opposite to Tadousac.

During the storm of the 7th November, 1884, the landing slip, built to facilitate the transportation of the mails across the Saguenay, received damage, which has been made good. A waiting shed for passengers and mails has also been built.

## ANSE ST. JEAN.

Anse St. Jean is situated on the south-western shore of the Saguenay, and about 25 miles from its mouth.

Some small repairs were made to the flooring of the wharf at this place.

## BAY ST. PAUL.

Bay St. Paul is in the County of Charlevoix, on the north shore of the St. Lawrence, about 60 miles below Quebec.

During the autumn repairs were made to the isolated block at this place which had been damaged by the ice.

Slight repairs were also made to the pier at Cap aux Corbeaux.

## BARACHOIS DE MALBAIE

On the northern shore of the Bay des Chaleurs. The work of removing the obstructions which render the navigation of the channel, at this place, unsafe during low tide, were resumed last year, and the hull of a wrecked schooner has been removed, together with many boulders and much solid rock.

## BERTHIER, (EN BAS)

On the south shore of the St. Lawrence,  $24\frac{1}{2}$  miles below Quebec.

A portion of the planking of the old pier was renewed.

## BIC.

Bic, Rimouski County, is situated on the southern shore of the St. Lawrence, 170 miles below Quebec.

The wharf at this place was, with the exception of a portion of the flooring, brought to completion at the close of 1885.

## CHATEAU RICHER.

Chateau Richer is situated in the County of Montmorency, 15 miles below Quebec, on the north shore of the St. Lawrence.

During the year a further portion of the beach between low and high water marks has been cleared of boulders. It may be stated that over the portion which had been cleared in 1884, was, early in 1885, found to have developed another crop of stone, due, no doubt, to the scouring away of the unprotected surface, by the action of the ice, tides, &c.

## CHICOUTIMI.

Chicoutimi, the principal town on the Saguenay, is situated on the southern side of and at the head of navigation of that river.

The damage done to the flooring of the wharf at this place during the high tide of November, 1884, was made good early in 1885.



## COTEAU LANDING.

Coteau Landing is situated at the foot of Lake Francis, on its northern side, and 37 miles above Montreal.

The wharf at this place which had been much injured by the ice in the spring was repaired and put in good order.

## ÉTANG DU NORD.

Étang du Nord is at the western end of Grindstone Island, one of the group of islands in the Gulf of St. Lawrence, known as the Magdalens.

Up to the close of the fiscal year a length of 215 feet of the breakwater had been completed, and the timber and stone for a further length of 100 feet had been procured and delivered at the site of the work.

## GATINEAU POINT.

This village is at the mouth of the Gatineau River, 2 miles below the city of Ottawa.

During the fiscal year a wharf 107 feet in length, 20 feet in width, with two approaches, 70 feet long, was built; also a retaining wall, 230 feet long, running northwardly from the north approach. The space enclosed by the wharf and approaches was filled in with brush and earth.

There is a depth of 8 feet at its face at lowest stage of water.

## GATINEAU RIVER.

This river flows into the Ottawa, 2 miles below the city of Ottawa.

In April last the public road running along the east bank of the river was washed away at a point about 1 mile from the village of Gatineau Point. It has been repaired by depositing a quantity of brush and gravel.

## GRANDE RIVIÈRE DE BEAUPRÉ.

This river empties into the St. Lawrence on its northern shore, about 22 miles below Quebec.

During the year further works were built in this river, to overcome the extreme difficulties experienced in the passage of timber.

## ILE AUX COUDRES,

An island in the St. Lawrence, near the northern shore, 12 miles from Baie St. Paul.

The damage done to the wharf on this island by the ice during the previous spring, was made good early in the summer of 1885.

## LA GRANDE DÉCHARGE,

The larger of the two outlets of Lake St. John through which its waters are discharged into the Saguenay.

Only a small amount of work was done towards widening this outlet during the year, the object of doing which is to increase the off-take capacity of the channel, and thus permit a quicker subsidence of the waters of Lake St. John at the time of freshets.

## LAKE MÉGANTIC.

During the fiscal year a wharf has been built on this lake, at Victoria Bay, Township of North Marston, County of Compton, for the accommodation of the trade of the locality.



## LES ECUREUILS.

Les Ecureuils, in the County of Portneuf, is situated on the north shore of the River St. Lawrence, 25 miles above Quebec.

The landing pier built by the Department in 1881 received damage during the freshet of 1885, and was repaired.

## L'ISLET.

The village of L'Islet, in the county of the same name, is situated on the south shore of the St. Lawrence, 47 miles below Quebec.

A small amount was expended in repairs to the wharf at this place, principally to the western steps, and to the landing slip.

## MATANE.

Matane, in the County of Rimouski, is situated on the south shore of the St. Lawrence, 240 miles below Quebec.

During the year an extension, 60 feet in length, was built to the wharf at this place, for the accommodation of vessels and the traffic of the port.

## MONTMAGNY.

St. Thomas is the *chef lieu* of the County of Montmagny, and is situated on the south shore of the St. Lawrence, 35 miles below Quebec.

Extensive repairs have been made to the wharf and the roadway leading thereto, both of which had received damage during a storm. A number of boulders were removed from around the end of the wharf.

## MURRAY BAY,

In the County of Charlevoix, on the north shore of the St. Lawrence, 84 miles below Quebec.

As stated in the report of last year the pier at this place was put in good order in June, 1885.

## NEW CARLISLE.

New Carlisle, Bonaventure County, is situated on the northern shore of the Baie des Chaleurs, and about 65 miles to the eastward of Campbellton, in New Brunswick.

The work of constructing the pier at this place was actively prosecuted during the season of 1885 and up to the close of the fiscal year. Much remains to be done to complete this work.

## NEWPORT RIVER.

Newport River, in the County of Gaspé, empties into the Baie des Chaleurs, about 25 miles to the westward of Percé.

A small expenditure was incurred in connection with a contract which has been entered into for the supply and delivery of timber for proposed works at the mouth of the river.

## PERCÉ,

The *chef lieu* of the County of Gaspé. Owing to the failure of the contractor to supply the timber for the proposed wharf at this place, nothing could be done towards its construction. The timber was taken possession of on behalf of the Department, and arrangements made for its care, and the supply of the further quantity required.

## PORTAGE DU FORT BRIDGE.

This bridge crosses the Ottawa River at Portage du Fort, 60 miles above the city of Ottawa.

Extensive repairs were made to some of the piers and to the abutment on the Ontario side. Two piers were partially rebuilt and filled with stone, and two spans of 60 feet on the Ontario side were built.

## QUEBEC CUSTOM HOUSE WHARF.

Repairs were made to the steps in front of the wharf as they were in a bad state.

## QUEBEC MARINE HOSPITAL WHARVES.

Between the 1st July and 31st December, 1885, the east wharf was brought to completion. A landing has been built at the northern end of this wharf extending to the channel of the St. Charles, for the purpose of landing from boats sick or disabled seamen.

## RIVIÈRE À LA GRAISSE.

This river flows through the County of Vaudreuil and empties into the Ottawa, on its southern side about 45 miles above Montreal.

The work of deepening the channel in this river was continued during the fiscal year.

## RIVER DU LIÈVRE.

The Lièvre flows from the north and empties into the Ottawa, 18 miles below the city of Ottawa.

A dam 325 feet long, 22 feet wide at the bottom and 16 feet wide at low water mark, has been built at the Babeche Rapids, 65 miles above Buckingham to obliterate and make navigable a succession of rapids over a distance of 15 miles up to the Wabasse Rapids.

## RIVIÈRE DU LOUP (EN BAS):

The village of Fraserville is the *chef lieu* of the County of Témiscouata, and is situated about a mile from the south shore of the St. Lawrence.

On the northern side of the mouth of the river the wharf is situated, which is a principal point of call for the steamers plying on the lower St. Lawrence. The damage sustained by this wharf, as stated in the report of last year, was repaired during the summer of 1885.

## RIVIÈRE NOIRE DE GRANTHAM.

This river is a branch of the Nicolet.

A small amount was expended during the low stage of the water in this river in 1885, in widening the channels which had been opened through shoals at various points, to facilitate the descent of timber.

## RIVER OTTAWA—BRISTOL TO CLARENDON.

A further number of sand bars have been removed by dredging.

## RIVIÈRE OUELLE.

This river empties into the southern side of the St. Lawrence, 75 miles below Quebec.

Owing to the perished state of the timber in the outer end of the wharf at Pointe aux Originaux, it was necessary to sheath it with hard wood to preserve it against the effects of the ice, and during the year a portion only of the work was executed.

## RIVER RICHELIEU.

The dredge "Nipissing" was engaged in deepening the channel of the Richelieu, near the Grand Trunk Railway bridge at Belœil, and also at a point off the wharf at St. Hilaire. At St. Antoine a cut was made through the shoals, to a depth of 9 feet at low water.

## RIVER RIMOUSKI.

The River Rimouski empties into the St. Lawrence, on its southern side, about 180 miles below Quebec.

During the summer of 1885, a number of boulders obstructing the channel at the mouth of this river, one of which was estimated to weigh 30 tons, were removed and dropped along the foot of the embankment of the Intercolonial Railway.

## RIVER SAGUENAY.

An appropriation not having been made, the work of deepening and improving the channel below Chicoutimi was suspended during the year. A small expenditure was made for the care of the plant which has been procured for the work.

## RIVER ST. FRANCIS.

The St. Francis rises in the County of Wolfe, and empties into Lake St. Peter.

Further dredging on the shoal at the mouth of this river was done during the summer of 1885, by a departmental dredge.

## RIVER ST. LAWRENCE.

*Removal of anchors, chains, etc.*

The lifting barge was employed in the summer of 1885 in the removal of boulders from the St. Lawrence off Point St. Laurent, Island of Orleans, and the Fly Bank above the city of Quebec.

## RIVER ST. LOUIS.

This river flows eastwardly through the County of Beauharnois into the St. Lawrence at the town of Beauharnois.

The work of widening and deepening the feeder from the St. Lawrence near Valleyfield to the River St. Louis was continued during the season of 1885.

## RIVER ST. MAURICE.

During the summer of 1885, a channel 850 feet in length, and about 30 feet in width, was opened through the shoal in the western mouth of the St. Maurice, to a depth of 7 feet at extreme low water.

## RIVER YAMASKA.

The Yamaska empties into Lake St. Peter, River St. Lawrence, from the south.

The lock gates which had been built during the winter of 1884 were put in place in August, 1885, and on 2nd September the lock was in working order.

A channel has been dredged through the shoal at the mouth of the river and at other points, and there is now a depth of 5½ feet at lowest water up to the dam.

Repairs were made to the existing structures where required, and a small building erected for the lockmen.

## SALMON RIVER.

This river flows into the northern side of the River Ottawa near Montebello, and the dredge "Queen" opened a channel 7 feet deep through a gravel bar at the mouth of the river.



## ST. ALPHONSE DE BAGOTVILLE.

St. Alphonse is at the head of Ha! Ha! Bay, River Saguenay, about 66 miles above its mouth.

During the year the head or outer end of the pier at this place was sheathed to protect it from the ice; a shed for the accommodation of passengers and freight was completed; and a portion of the flooring was renewed, whilst needed repairs were effected on the remainder.

## STE. ANNE DE BELLEVUE,

In the County of Jacques Cartier, on the River Ottawa, and 21 miles above Montreal.

The construction of the wharf at this place which had been placed under contract with Messrs. Gohier and Dagenais, was completed in October, 1885.

In May last it was found necessary to make a roadway from St. Peter Street to the wharf to give free access thereto. The land taken was fenced in.

## STE. ANNE DE LA POCATIÈRE,

In the County of Kamouraska, on the southern shore of the River St. Lawrence, and 70 miles below Quebec.

With the amount appropriated by Parliament further work has been proceeded with in the construction of the wharf at this place.

## STE. ANNE DE SOREL,

In the County of Yamaska, on the south-east shore of the River St. Lawrence, about 3 miles below Sorel.

Pier No 4, built in 1881, which was badly damaged during the breaking up of the ice in 1885, has been repaired.

During the past fiscal year an additional pier has been built,  $8\frac{1}{2}$  arpents west of pier No. 4, to afford further protection during the run of ice in the spring.

## ST. FRANÇOIS D'ORLÉANS.

St. François is situated at the extreme eastern end of the Island of Orléans below Quebec.

During the year a large quantity of ballast was placed in the wharf under construction at this place and fenders and ladders were placed where required to strengthen the structure, and for the convenience of boats and vessels.

## ST. JEAN, ILE D'ORLÉANS,

In Montmorency County, Quebec, on the Island of Orleans, 22 miles below Quebec.

Repairs were made to the roadway and to the slip on the east side of the wharf.

## ST. MICHEL,

In the County of Bellechasse, on the south shore of the St. Lawrence, 16 miles below Quebec.

Urgent and necessary repairs were made on the wharf at this place.

## ST. ZOTIQUE.

St. Zotique is in the County of Soulanges,  $2\frac{1}{2}$  miles above Coteau Landing on the northern shore of Lake St. Francis.

The pier was raised, widened, a railing constructed, the ice-breaker at the west end of the outer block re-built from water line and sheathed with elm, and the pier carried away in April, 1885, was re-built and re-sunk in its proper place.

## TÉMISCOUATA ROAD.

The Temiscouata road extends from Rivière du Loup, (*en bas*) to the boundary line between the Provinces of Quebec and New Brunswick, a distance of 67 miles.

During the fall of 1885, repairs were made to the bridge some  $2\frac{1}{2}$  miles from Rivière du Loup. Between the 4th and 40th miles, 25 culverts were renewed, and between the 40th and 50th miles, 7 culverts were repaired.

Further repairs to the bridges and other structures on this road are required.

## TROIS PISTOLES.

Trois Pistoles is 148 miles below Quebec. During the high tide and gale of November, 1884, a large amount of damage was done to the works at this place, principally to the roadway connecting the wharf with shore—a distance of 1,200 feet—the whole of which had to be rebuilt.

## ONTARIO.

## BAYFIELD.

Bayfield, County of Huron, is at the mouth of the Bayfield River which flows into Lake Huron, 12 miles south of Goderich.

During the past fiscal year, 132 lineal feet of close-piling has been driven on the face or inner side of the north pier, and 105 feet on the other side of the same pier. The small crib at the west end of the pile work was repaired.

## BURLINGTON CHANNEL.

Burlington Channel, lately known as Burlington Bay Canal, is a channel through Burlington Beach, connecting Lake Ontario with the Harbour of Hamilton.

The ferry landings which were damaged by the storm of April, 1885, have been repaired and put in good order, and new lines procured for the ferry.

## CHANTRY ISLAND.

Chantry Island is a small island about half a mile long, lying one and three quarter miles west south-west from the mouth of the Saugeen River. A lighthouse was erected on it in 1859.

Some slight repairs to the breakwater were effected.

In January, 1886, a contract was let to Mr. D. Porter to construct an addition to the groyne at the south end of the island, and for brush and stone protection work on the eastern side, and the whole was completed in June.

## COBOURG,

On Lake Ontario, 96 miles west of Kingston.

A crib, 100 feet in length, was sunk into position at the outer end of the east pier, and allowed to settle no superstructure being built, and the next 300 feet shorewards which had settled on an average  $8\frac{1}{2}$  feet was built up to its proper height.

The dredge "Ontario" operated in this harbour in deepening along the wharves and the breakwater, and in opening a channel through the centre of the basin.

## COLLINGWOOD.

Collingwood, Simcoe County, is on Nottawassaga Bay, south shore of Georgian Bay.

The work of extending the eastern breakwater a further distance of 600 feet was completed on 30th November, 1885.

While this work was in progress it was found necessary, owing to settlement which had taken place, to tear down the portion of the superstructure joining the extension above referred to and rebuild it to the proper height, so that the junction between the two portions might be perfect.

## GODERICH.

Goderich, Huron County, is at the mouth of the River Maitland, which empties into Lake Huron on its eastern side about 63 miles north of Sarnia.

The dredge "Challenge" was engaged during 1885 and 1886, in opening a channel through the shoal which forms periodically off the entrance to the harbour, and in work in the harbour proper.

## HAWKESBURY

In Prescott County.

The "Queen" was engaged during the summer of 1885, in deepening in front of the wharves and in improving the channel leading therefrom to the Ottawa.

## KINCARDINE,

At the mouth of the River Penetangore, 31 miles north of Goderich, on Lake Huron.

At the commencement of the fiscal year the dredge "Challenge" operated in this harbour in removing the sand which had accumulated between the piers, and in deepening the inside basin.

## KINGSTON.

Work was resumed on the Point Frederick shoal on 13th August, 1885, and at the close of the fiscal year 1,648 cubic yards of rock had been removed.

## KINGSVILLE,

In South Essex, is a port of entry between Point Pelée and the Detroit River, and is about 25 miles east from Amherstburgh.

The work of close-piling the western side of the east pier over a length of 832 feet and filling it to low water level with stone and brush was completed in September, 1885.

## LION'S HEAD.

Lion's Head, North Bruce, is 22 miles north of Wiarton, on the west side of Georgian Bay.

The addition to the pier for which a contract was awarded in November, 1884, was completed on 7th July, 1885.

During the construction of this work the superstructure of the old work was washed away. This has been rebuilt to the height of the new work. A talus of stone has been placed on the seaward side of the structure and an approach to the pier built.

## LITTLE BEAR CREEK.

Little Bear Creek is in the Counties of Bothwell and Kent, and empties into the Chenal Ecarté, on the eastern side of Ste. Anne's Island, Lake St. Clair, about 16 miles from Chatham and 7 from Wallaceburg.

During the year dredging was continued from the point where it ceased the previous year up to the 14th concession road where a turning basin was formed; and some obstructions, bends and shallow places in other parts of the creek were removed.



## LITTLE CURRENT

The passage between Cloche and the Great Manitoulin Islands, and on the direct route to Sault Ste. Marie from ports on Georgian Bay, and distant about 140 miles from Collingwood.

The plant used in deepening and widening the channel at this place was placed in a good state of repair, and at the close of the fiscal year, a commencement had been made of increasing the width of the channel at its upper end to permit vessels to enter with a greater degree of safety.

## MEAFORD.

Meaford, in the County of Grey, is on the Georgian Bay, 18 miles from Collingwood and 20 miles east of Owen Sound.

The work of dredging the inner harbour was completed.

## OWEN SOUND.

Owen Sound, County of Grey, is situated at the mouth of the River Sydenham and is the terminus of the Toronto, Grey and Bruce division of the Canadian Pacific Railway.

The foundation of the inner lighthouse has been protected by placing a quantity of large durable stone around it.

## PORT ALBERT.

Port Albert is on the east coast of Lake Huron, and about 9 miles north of Goderich.

The north pier received some necessary repairs.

## PORT ARTHUR.

Port Arthur is situated on Thunler Bay, Lake Superior.

The construction of a length of 2,000 feet of breakwater to protect the wharves at this place has been completed in a most satisfactory manner.

## PORT ELGIN.

Port Elgin, Bruce County, is 24 miles north of Kincardine and 4 miles south of Southampton.

The work of connecting the breakwater, built in 1832-53, with the shore, was completed in September, 1885.

## PORT HOPE,

On the north shore of Lake Ontario, 8 miles west of Cobourg.

The breakwater was repaired, and a crib, 60 feet in length, which had been sunk at its outer end the year before and had settled 7 feet, was built up.

The dredge "Ontario" was engaged during July, August and September, 1885, in the removal of material in this harbour.

## RIVER KAMINISTIGUIA.

This river empties into Thunder Bay, to the westward of Port Arthur.

During the summer of 1885 the 15 feet channel was extended up the river for a distance of over a mile, which has proved to be of much benefit to the trade and traffic to Fort William.

## RIVER NAPANEE.

The River Napanee empties into the Bay of Quinté, below the town of Napanee.

The work of straightening and improving the channel of the river was continued during the season of 1885.

## RIVER OTTAWA—NARROWS ABOVE PEMBROKE.

The work of removing the obstructions in the Lower Narrows (5 miles above Pembroke) was resumed on 7th September and continued until the work was completed satisfactorily to those interested. The dredge was then taken to Crab Island, 8 miles above Pembroke and the island was removed to one foot below low water, operations ceasing on the 31st October.

Five hundred and sixty-five cubic yards of loose and 40 of solid rock were removed during the period above named.

## RONDEAU.

Rondeau Harbour, Lake Erie, is 140 miles from Port Colborne, the Lake Erie entrance to the Welland Canal.

The outer end of the west pier has been thoroughly repaired and built up; the planking attended to; the breakwater in front of the light keeper's house placed in good order and covered with 3-inch pine plank, and ten new mooring posts have been put in in place of those that had become decayed.

## SALMON RIVER, SHANNONVILLE.

This river empties into the Bay of Quinté, 43 miles west of Kingston.

A dredge was engaged in deepening the channel through the bar at the mouth of the river, and in removing accumulations of mill refuse at the wharves.

## SAULT STE. MARIE

On the River Ste. Mary, and the shire town of Algoma.

The work of dredging the shoal of sandstone rock lying off the steamboat wharf, was continued during the season of 1885.

## SUMMERSTOWN.

Summerstown, on the north shore of the St. Lawrence, in the county of Glengarry.

The "Nipissing" was engaged up to the close of the fiscal year in deepening the main channel from the St. Lawrence to the wharves at the village.

## THORNBURY.

Thornbury, Grey County, is situated at the mouth of the Beaver River, which empties into Georgian Bay on its south-west side, and is distant 14 miles from Collingwood.

A dredge which was sent to operate at this harbour, opened a channel 14 feet deep through the shoal or bar off the wharf, and deepened the cut alongside the pier for a distance of 300 feet, the whole work occupying ten days.

## TORONTO.

The Harbour of Toronto, formed by Toronto Island, is on the north shore of Lake Ontario, 161 miles from Kingston.

During the season of 1885 a quantity of very large sized stone was placed at exposed points on the island breakwater.

## WILSON'S ROCK

In Georgian Bay, about 35 miles below Sault Ste. Marie.

The large reef of rock known as Wilson's Rock, and a serious obstruction to navigation, was removed by blasting with the aid of divers.

[1886]

## MANITOBA.

### THE RED RIVER.

This river empties into the southern end of Lake Winnipeg, and in its usual state is navigable only to Selkirk, about 25 miles below Winnipeg, the St. Andrew's rapids being impassable during the ordinary height of water.

During the summer of 1885, and again during the spring of 1886, the Department's dredge was engaged in again opening the channel through the shoal in Lake Winnipeg, which obstructs the entrance into the river, and also in the removal of a "bar" which blocks the entrance to a "slough" opposite West Selkirk.

## NORTH-WEST TERRITORIES.

### RIVER SASKATCHEWAN.

The expenditure on this river was incurred in an examination of the stream from Edmonton to The Forks.

## BRITISH COLUMBIA.

The report of the Hon. J. W. Trutch, Dominion agent in British Columbia, and printed elsewhere in this volume, contains a description of harbour and other works carried on under his direction.

### ESQUIMALT GRAVING DOCK.

At the close of the fiscal year the main body of the graving dock at Esquimalt had been completed, and the castings of the caisson (built under a contract with the Dominion Bridge Company, at Lachine), which had been received, had been built into the works.

## SURVEYS AND EXAMINATIONS.

During the year, surveys and examinations were made at the under mentioned localities; and—with some exceptions—plans, reports and estimates have been submitted:—

Red Point,	King's Co.,	P. E. I.
Belle Creek,	Queen's Co.	do
Cove Head	do	do
New London	do	do
Rustico	do	do
Tignish,	Prince Co.	do
Delap's Cove,	Annapolis Co.,	N. S.
Margaretville	do	do
Arisaig,	Antigonish Co.	do
Blue Rock	do	do
McNair's Cove	do	do
Church Pond,	Cape Breton Co.	do
Cow Bay	do	do
East Bay	do	do
Indian Islands Beach	do	do
Oyster Pond	do	do
Piper's Cove	do	do
Wilson's Brook	do	do



Lower Five Islands,	Colchester Co.,	P. E. I.
Brulé	do	do
Parrsboro,	Cumberland Co.	do
Digby,	Digby Co.	do
Comeauville	do	do
Grosses Coques	do	do
Dartmouth Cove,	Halifax Co.	do
Pleasant Point	do	do
Campbell's Pond,	Inverness Co.	do
Chipman Brook,	King's Co.	do
Canada Creek	do	do
Hall's Harbour	do	do
Morden	do	do
Ogilvie	do	do
Oak Point	do	do
Pickett's Pier	do	do
Victoria	do	do
LaHave River,	Lunenburg Co.	do
Brooklyn,	Queen's Co.	do
White Point	do	do
Beaver River,	Yarmouth Co.	do
Cranberry Head	do	do
East Pubnico	do	do
Green Cove	do	do
Surette's Island	do	do
Welch Pool,	Charlotte Co.	N. B.
Grand Anse,	Gloucester Co.	do
Shippegan	do	do
Irving's Wharf,	Kent Co.	do
River Kouchibouguacis	do	do
St. Louis	do	do
Belle Isle Bay,	King's Co.	do
Pisarinco,	St. John Co.	do
Cape Tormentine,	Westmoreland Co.	do
St. Timothée,	Beauharnois Co.,	Quebec.
Berthier ( <i>en haut</i> )	Berthier	do
Lanoraie	do	do
Grandes Piles,	Champlain Co.	do
Murray Bay,	Charlevoix Co.	do
Rivière Noire de Grantham,	Drummond Co.	do
Salmon River,	Huntingdon Co.	do
St. Lambert	Laprairie Co.	do
Cap de la Madelaine,	Maskinongé Co.	do
Mouth of Riv. St. Maurice	do	do
St. Justin,	Maskinongé Co.	do
St. Thomas,	Montmagny Co.	do
Doucet's Landing,	Nicolet Co.	do
River du Lièvre,	Ottawa Co.	do
River Gatineau	do	do
Ste. Anne de Sorel,	Richelieu Co.	do
River Rimouski,	Rimouski Co.	do
Coteau du Lac	Soulanges Co.	do
Coteau Landing,	do	do
River Beaudette	do	do
St. Zotique	do	do
River du Loup ( <i>en bas</i> )	Témiscouata Co.	do
Rivière Verte	do	do

[1886]

Cascades,	Vaudreuil Co.	Quebec.
Isle Perrot	do	do
Varennas	Verchéres Co.	do
Baie du Febvre	Yamaska Co.	do
Lake Temiscamingue		do
Hilton,	Algoma Co.,	Ontario.
Port Arthur	do	do
Sheguindah	do	do
Kincardine	Bruce Co.	do
Lion's Head	do	do
Port Elgin	do	do
Saugeen River	do	do
Southampton	do	do
Wiarion	do	do
Wingfield Basin	do	do
Rideau River,	Carleton Co.	do
Kingsville,	Essex Co.	do
Rivière aux Pêches	do	do
Rivière aux Puces	do	do
Rivière Ruscom	do	do
Summerstown,	Glengarry Co.	do
Owen Sound,	Grey Co.	do
Oakville,	Halton Co.	do
Belleville,	Hastings Co.	do
Bayfield,	Huron Co.	do
Goderich	do	do
Cheff's Creek,	Kent Co.	do
Little Bear Creek	do	do
Jones' Creek,	Leeds Co.	do
Port Rowan,	Norfolk Co.	do
Collingwood,	Simcoe Co.	do
Toronto Island,	York Co.	do
Red River		Manitoba.
Saskatchewan River		N. W. T.
Fraser River		B. C.
Nanaimo		do

### DREDGING.

#### THE "ST. LAWRENCE."

At the beginning of the fiscal year this dredge was operating on the Navy Island Bar, St. John Harbour, in the removal of the lower end, and remained until the 4th August, 1885, removing 7,219 cubic yards of clay and gravel, and giving a depth of 15 feet at low tides.

The placing of a condenser and some necessary small repairs, were completed on the 5th September, and on the 7th work was commenced in the harbour, off Adams' Wharf, and continued until the 19th October. Much difficulty was experienced in prosecuting this work, owing to the presence of a large quantity of old logs and timber. The dredging done was in gravel, and clay and amounted to 7,513 cubic yards.

On the 20th work was resumed on the Navy Island Bar, and continued until the 28th, when a further quantity of 1,713 cubic yards of clay and gravel were removed.

During the winter and ensuing spring many repairs were executed, and the dredge thoroughly painted.

On the 9th June, 1886, the "St. Lawrence" sailed for Halifax, and arrived on the 12th. An attempt was made to dredge for the Imperial authorities off the "Gun Wharf," Halifax Harbour, but had to be abandoned as the dredge was not suitable to execute the work required. On the 17th work was commenced in deepening the channel at the head of the North-West Arm to 15 feet at low tide, and up to the close of the fiscal year 3,500 cubic yards of mud, stones and boulders were removed.

The total quantity dredged during the year was 19,945 cubic yards, costing  $43\frac{22}{100}$  cents per yard.

The placing of a condenser, circulating pump, etc., in this dredge, has been productive of much good and has increased its working power.

During the year the sum of \$59.72 was received from the sale of old materials from this dredge, and the amount has been placed to the credit of the Hon. the Receiver General.

#### THE "CANADA."

This dredge at the commencement of the fiscal year was operating on the shoal off the entrance to the harbour of Mabou, Inverness County, N.S., where work was continued until 14th September, when 16,560 cubic yards of sand, gravel, mud, stone and boulders had been removed.

As provision had been made to provide this dredge with a new boiler, the old one having given out, it was sent to Halifax and from thence to Yarmouth, N.S., where the boiler, condenser, etc., were being constructed under contract by the Burrell, Johnston Company.

During the winter necessary repairs were executed, and in June the boiler having been put in place and tested, work was commenced on the 22nd, in widening the channel in Yarmouth Harbour, and up to the 30th, 900 cubic yards of blue clay were removed.

The total quantity dredged during the year was 17,460 cubic yards, at a cost of  $34\frac{33}{100}$  cents per yard.

The sum of \$32.25 was received from the sale of condemned stores, and placed to the credit of the Hon. the Receiver General.

#### THE "NEW DOMINION."

As stated in the last annual report this dredge was, at the close of the year operating in the River St. John, N.B., off the railway wharf at Gibson, opposite Fredericton. Work was continued at that place until the 26th September, when 25,190 cubic yards of clay and gravel had been removed, and a channel completed having a depth of 13 feet at low water, summer level, in the river, and a breadth of 50 feet.

On the 1st October work was commenced in Marble Cove, Indiantown, St. John, N.B., and continued until the 26th, when it was brought to a conclusion, 11,450 cubic yards of clay having been removed.

On the 27th May, 1886, the work of opening a channel in Belleisle Bay, King's County, was commenced, and at the close of the fiscal year 15,420 cubic yards of fine sand and clay had been removed.

The total work done by this dredge during the year amounted to 52,060 cubic yards, at a cost of  $14\frac{21}{100}$  cents per yard.

The sum of \$131.61 received for work done in Marble Cove, and for condemned materials, was placed to the credit of the Hon. the Receiver General.

#### THE "CAPE BRETON."

On the 1st July, 1885, this dredge, was lying in Pictou Harbour, awaiting the arrival of a new steel boiler, built under a contract with Messrs. Geo. Fleming & Sons, of St. John, N.B., and in fact was laid up during the whole of the working season of 1885.



Work was commenced on the 24th May last, at Granton, on the Middle River of Pictou, and at the close of the fiscal year, 5,910 cubic yards of mud and clay had been removed, at an expense of  $68\frac{34}{100}$  cents per yard.

The scows attached to this dredge are very old, and require to be replaced by new ones.

The sum of \$36.60 received from the sale of the old boiler, was placed to the credit of the Hon. the Receiver General.

#### THE "PRINCE EDWARD."

As stated in the report of last year this dredge was engaged in opening a passage from the main channel to the public wharf at Hurd's Point, Summerside Harbour, P.E.I., and it remained there until the 11th July, having completed the work, and removed a further quantity of 1,850 cubic yards of clay.

Work was commenced at Crapaud on the 17th July and continued until the 23rd September. The work done consisted in deepening the channel across the "bar," and 13,812 cubic yards of sand were removed.

The plant wintered at Charlottetown, and the necessary repairs were executed. On the 10th June, 1886, work was commenced in Tignish Harbour, Prince County, and at the close of the year, 1,475 cubic yards of clay and sand had been removed.

#### THE "GEO. MCKENZIE."

On the 1st July, 1885, this dredge was on its way from Aspee Bay to Cheticamp, Inverness County, N.S., where it arrived and commenced work on the 14th, continuing until the 20th September, in deepening and widening the channel opened some years ago at that place, which owing to its exposed position had become filled with sand brought in by the sea. At the time when the work was brought to a close for the season, 22,465 cubic yards of gravel, stone and sand had been removed.

The plant having wintered at Cheticamp, work was resumed on the 2nd June last, and was in progress at the close of the fiscal year, when a further quantity of 7,455 cubic yards of material had been removed.

The total quantity removed by this dredge during the year was 29,920 cubic yards, at a cost of  $33\frac{8}{100}$  cents per yard.

#### THE "CHALLENGE."

On the 1st July, 1885, this dredge was employed at Kincardine, Lake Huron, in removing sand which had accumulated between the piers, and also in deepening the inside basin. A depth of 17 feet between the piers and 15 feet in the basin was obtained, and the work brought to completion on the 7th September, when 21,875 cubic yards of sand and gravel had been removed. After the completion of necessary repairs to the steam tug, work was commenced and continued until the close of navigation at Goderich, in the removal of some sunken timber, in opening a channel to a depth of 17 feet through the shoal in the lake off the entrance to the harbour, and in deepening across the upper end of the harbour to a depth of 11 feet; removing 5,550 cubic yards of fine sand and gravel.

On the 18th May last work was resumed at Goderich in again deepening the channel through the shoal in Lake Huron, and up to the 5th June, a further quantity of 2,109 cubic yards of fine sand was removed. On this last mentioned date the plant left for Southampton, where work was commenced on the 9th and continued until the 25th, in obtaining a depth of 16 feet along the northern side at the outer end of the wharf, and a depth of 12 feet on the same side at the inner end, and 5,205 cubic yards of sand, clay and stone were removed. On the 29th June dredging was commenced at Port Elgin, and during that day and the 30th, 690 cubic yards of sand were removed.

The total quantity dredged during the year was 35,420 cubic yards, at a cost of  $16\frac{1}{2}$  cents per yard.

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THE "NIPISSING."

At the commencement of the fiscal year, this dredge was engaged on the River St. Francis, Quebec, in deepening the channel at the mouth to 7 feet at low summer level of the St. Lawrence. Work was continued at this place until the 20th August, when 16,820 cubic yards of sand had been removed.

On the 21st August, the dredge was taken up the Richelieu, where it was engaged in deepening the channel near the railway bridge at Belœil, until the 14th September, when it was moved to the St. Hilaire wharf and worked there until the 22nd, when it was again placed in the channel below the railway bridge, where obstructions were found which impeded the navigation of the river. The work done consisted in the removal of 3,990 cubic yards of hard-pan, sand, clay and stone, and boulders.

At St. Antoine, River Richelieu, this dredge worked until the 3rd November, making 9 feet of water, and removing 9,600 cubic yards of clay and boulders.

During the winter, the plant remained at Montreal, where extensive repairs were made, principally to the tug "Denis."

On the 20th May, 1886, work was commenced in the main channel, leading from the St. Lawrence to the wharves at Summerstown, Ontario, and was in progress at the close of the fiscal year, up to which time 12,565 cubic yards of hard-pan, sand, clay and mud had been removed.

The total quantity of material removed by this dredge, during the year, was 42,975 cubic yards, at a cost of 21½ cents per yard.

THE "ONTARIO."

On the 1st July, 1885, this dredge was working in the harbour of Port Hope, Ontario, and remained until the 17th September, having removed up to that date 16,500 cubic yards of sand.

Work was commenced in the harbour of Cobourg on the 19th September, which consisted in deepening the basin inside along the wharves to a depth of 16 feet, along the breakwater to a depth of 17 feet, and cutting a channel through the centre of the basin to a depth of 16 feet. On the 24th October, work was suspended for the year, and the plant laid up for the winter, during which ordinary repairs were executed and the plant put in order for further work, which began at Cobourg, on the 18th May, 1886, and was continued until the close of the fiscal year. The total quantity of materials removed amounted to 32,940 cubic yards.

The total quantity dredged during the year was 49,440 cubic yards, at a cost of 10¾ cents per yard.

THE "QUEEN OF CANADA."

At the commencement of the fiscal year the "Queen" was employed in deepening the channel of the Rivière à la Graise, Vaudreuil County, Quebec, to 6 feet at low water, and remained until the 6th August, having removed up to that date 4,095 cubic yards of clay, mud and boulders.

Work was commenced at Hawkesbury, Prescott County, Ontario, on the 7th August, in deepening in front of the wharves at the village, and in straightening, widening, and increasing to 7 feet the depth of the steamboat channel from the Ottawa, through Hawkesbury Bay, to the village, and 15,464 cubic yards of gravel, sand, clay and boulders were removed.

Between the 29th October and the 11th November, a channel was cut to a depth of 7 feet through a gravel bar at the mouth of the Salmon River, near Montebello, and 1,787 cubic yards of gravel were removed.

After completion of ordinary repairs the plant was sent to and resumed work on the 17th May, 1886, in the Rivière à la Graise, and was, at the close of the fiscal year, engaged thereon, having removed a further quantity of 8,748 cubic yards of clay, thus making a total of 12,843 cubic yards as the year's work at this place.

The total amount of work done by this dredge during the year is 30,094 cubic yards, at a cost of 19 cents per yard.



## THE "ST. LOUIS."

On the 1st July, 1885, this dredge was engaged in deepening the feeder from the St. Lawrence, near Valleyfield, Quebec, to the River St. Louis, and remained there until the 31st October, when it was laid up for the winter, having made a depth of  $7\frac{1}{2}$  feet in the cut, and excavated 23,430 cubic yards of clay.

As changes had to be made in the machinery to permit the use of chains instead of wire rope, which was found to be both expensive and unsatisfactory, arrangements were made to have them executed, and they were not completed at the close of the fiscal year.

The total amount of work done during the year was 23,430 cubic yards, at a cost of  $11\frac{1}{3}$  cents per yard.

## THE "WINNIPEG."

During the season of 1885 this dredge completed a channel through the shoal in Lake Winnipeg, off the mouth of the Red River, and also the removal of obstructions in the West Branch.

During November last a "bar" which blocked to a certain extent the entrance to the east slough—so called—opposite West Selkirk, was removed, thus permitting the entrance of vessels.

Between the opening of navigation and the 30th of June, 1886, the dredge was again placed to widen the cut through the shoal in Lake Winnipeg.

The total amount of material removed during the year was 30,600 cubic yards.

## THE "DREDGER," B. C.

The details of the work done by this dredge will be found in the report submitted by the Hon. J. W. Trutch.

## DREDGING PLANT.

The dredging plant belonging to the Department is as follows:—

*In the Maritime Provinces.*

The steam hopper dredge—"St. Lawrence."

"	"	"Canada."
The dipper	"	"New Dominion," and seven scows.
"	"	"Cape Breton," and five scows.
"	"	"Prince Edward," and six scows.
"	"	"George McKenzie," and four scows.

*In Quebec.*

The dipper dredge—"Queen of Canada," and two scows.

"	"	"Nipissing," two scows, and tug "Denis."
"	"	"St. Louis," and one flat scow.

The stone lifter "Baillairgé."

*In Ontario.*

The dipper dredge—"Challenge," two scows, and tug "Trudeau."

"	"	"Ontario," two scows, and tug "Sir John."
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*In Manitoba.*

The dipper dredge—"Winnipeg," two scows and tug "Sir Hector."  
The bucket " " "Priestman."

*In British Columbia.*

An elevator dredge and six scows. The steam tug "Georgie."

[1886]

73

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## CLASSIFICATION of Disbursements of the following Dredges, for the Year ended 30th June, 1886.

## "ST. LAWRENCE."

Items.	July.	August.	September.	October.	November.	Dec.	Jan.	Feb.	March.	April.	May.	June.	Grand Totals.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Wages.....	508 33	203 22	506 34	512 27	207 33	207 33	207 33	207 33	207 33	207 33	332 81	515 59	4,122 64
Coal.....	156 80	157 50	157 50	184 50	.....	.....	.....	.....	.....	.....	.....	262 50	761 30
Provisions.....	184 12	198 31	198 31	144 31	.....	.....	.....	.....	.....	.....	.....	149 38	676 12
Stores.....	.....	262 25	.....	.....	30 16	.....	.....	.....	.....	.....	188 90	184 17	665 48
Equipment.....	313 75	.....	.....	4 50	.....	.....	.....	.....	.....	.....	.....	.....	318 25
Water.....	39 10	.....	.....	19 10	.....	.....	.....	.....	.....	.....	.....	6 25	64 25
Repairs.....	117 51	177 34	.....	27 12	.....	.....	11 51	.....	.....	.....	.....	424 89	860 77
Pilotage.....	81 00	12 00	66 00	72 00	.....	.....	.....	.....	.....	.....	.....	100 00	331 00
Towage.....	.....	.....	.....	56 00	.....	.....	.....	.....	.....	.....	.....	.....	56 00
Wharfage.....	.....	37 50	.....	.....	.....	.....	.....	54 50	.....	.....	.....	.....	92 00
Contingencies.....	11 25	.....	.....	5 00	8 09	.....	2 00	.....	.....	.....	.....	1 88	23 22
Totals.....	1,411 86	692 56	1,227 90	1,024 70	245 58	207 33	220 84	261 83	207 33	309 73	521 71	1,644 76	7,976 13
Working expenses.....	1,294 35	.....	1,227 90	997 58	245 58	207 33	220 84	261 83	207 33	207 33	521 71	1,219 87	6,611 65
Repairs, ordinary.....	.....	.....	.....	27 12	.....	.....	.....	.....	.....	.....	.....	.....	27 12
do extraordinary.....	117 51	692 56	.....	.....	.....	.....	.....	.....	.....	.....	.....	424 89	1,337 36
Totals.....	1,411 86	692 56	1,227 90	1,024 70	245 58	207 33	220 84	261 83	207 33	309 73	521 71	1,644 76	7,976 13

## "CANADA."

Wages.....	390 33	398 33	372 04	192 33	192 33	192 33	192 33	192 33	192 33	192 33	192 33	251 07	2,940 40
Coal.....	298 96	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	298 96
Provisions.....	49 62	71 73	60 45	9 92	.....	.....	.....	.....	.....	.....	.....	21 00	212 73
Stores.....	.....	.....	.....	6 95	.....	.....	.....	.....	.....	.....	39 00	134 82	156 33
Equipment.....	3 00	.....	158 90	.....	.....	.....	.....	.....	.....	.....	.....	103 45	231 85
Repairs.....	173 70	.....	.....	.....	.....	.....	19 99	.....	.....	.....	.....	676 45	1,299 99

	67 50	65 00	62 50	219 20	216 45	192 33	212 32	192 33	349 05	488 52	231 33	18 00	213 00
Pilotage .....													
Towage .....												20 00	20 00
Wharfrage .....	12 0	5 00		11 00	24 12							95 00	107 00
Contingences .....	2 38												42 50
Total .....	997 49	530 06	635 89	219 20	216 45	192 33	212 32	192 33	349 05	488 52	231 33	1,319 79	5,602 73
Working expenses... ..	823 79	530 06	653 89	219 20	216 45	192 33	193 33	192 33	192 33	215 39	231 33	364 28	4,023 71
Repairs, ordinary .....	173 70						19 99			273 13		955 51	1,999 99
do extraordinary .....													1,559 06
Totals. ....	997 49	530 06	653 89	219 20	216 45	192 33	212 32	192 33	349 05	488 52	231 33	1,319 79	5,602 76

"NEW DOMINION."

Wages	*391 71	511 72	494 50	152 50	157 50	155 00	150 00	157 50	142 50	255 35	494 50	3,662 78
Coal	240 00		5 80							141 75	1 25	383 00
Stores										177 91		183 71
Equipment											0 96	0 96
Water										12 50		12 50
Repairs	3 86	191 58	6 81	74 59			70 27		84 72	403 38	440 71	1,278 92
Towage	550 50		559 50	50 00						148 00	312 00	1,620 00
Wharfage											40 00	40 00
Contingencies			9 16			45 89					8 67	63 72
Totals	1,786 07	706 30	1,075 77	124 59	157 50	200 89	220 27	157 50	227 22	1,138 89	1,298 09	7,245 59
Working expenses...	1,782 21		1,069 97		157 50	200 89	150 00	157 50	142 50	735 51	809 46	5,353 04
Repairs, Ordinary...	3 86		5 80									9 66
do extraordinary		706 30		124 59			70 27		84 72	403 38	488 66	1,877 89
Totals	1,786 07	706 30	1,075 77	124 59	157 50	200 89	220 27	157 50	227 22	1,138 89	1,298 09	7,245 59



CLASSIFICATION of Disbursements of the following Dredges, &c.—*Continued.*

## "CAPE BRETON."

Items.	July.	August.	September.	October.	November.	Dec.	Jan.	Feb.	March.	April.	May.	June.	Grand Totals.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Wages .....	*373 25	161 00	155 00	157 50	152 50	157 50	198 58	150 00	161 88	155 00	256 09	454 50	2,532 80
Stores.....	1 36										11 95		13 25
Water .....											14 32	42 08	56 40
Repairs .....											496 50	117 59	614 09
Towage .....	245 00						9 50				60 00	240 00	554 50
Wharfage.....	3 45												3 45
Contingencies .....					15 84						0 27		16 11
Totals.....	623 00	161 00	155 00	157 50	168 34	157 50	208 08	150 00	161 88	155 00	839 13	854 17	3,790 60
Working expenses... do extraordinary	373 25 249 75	161 00	155 00	157 50	168 34	157 80	208 08	150 00	161 88	155 00	842 63 496 50	736 58 117 59	2,926 76 863 84
Totals.....	623 00	161 00	155 00	157 50	168 34	157 50	208 08	150 00	161 88	155 00	839 13	854 17	3,790 60

## "PRINCE EDWARD."

Wages.....	*932 25	464 13	488 63	157 50	152 50	157 50	158 00	150 00	157 50	158 00	237 29	491 32	3,761 68
Coal .....	140 17			15 75								196 69	352 61
Stores.....			2 65									162 67	165 32
Equipment .....	3 65	19 04										69 49	244 68
Water .....	80 00	38 79	40 00		7 00					20 25	10 18		175 97
Repairs .....	490 18												952 11
Towage .....	725 00	1,350 00	600 00										3,775 00
Wharfage.....					40 00							1,100 00	40 00
Contingencies .....	13 00			26 03			5 96						44 99
Totals .....	2,444 25	1,871 96	1,131 34	199 28	199 50	157 50	163 96	282 25	157 50	640 18	247 47	2,010 17	9,515 36

Working expenses..	1,554 07	1,871 96	1,131 34	199 28	199 50	157 50	163 96	282 25	157 50	178 25	247 47	2,020 17	8,563 28
Repairs, ordinary ..	30 00												30 00
do extraordinary	460 18									461 93			922 11
Totals.....	2,444 25	1,871 96	1,131 34	199 28	199 50	157 50	163 96	282 25	157 50	640 18	247 47	2,020 17	9,515 36

## "GEO. MCKENZIE."

Wages..	*1,329 62	494 61	494 50	157 50	152 50	157 50	169 00	150 00	157 50	155 00	282 06	494 50	4,204 29
Coal			11 60									301 76	313 36
Stores	2 50		5 88									51 10	56 98
Equipment..													2 50
Water		54 00	45 00										99 00
Repairs	100 00												100 00
Towage	1,645 00	910 00	700 00	297 50								600 00	4,152 50
Wharfage	38 20		25 00									15 00	40 00
Contingencies					31 33								67 43
Totals	3,123 32	1,458 61	1,281 98	455 10	183 73	157 50	169 00	150 00	157 50	155 00	282 06	1,462 36	9,036 06
Working expenses..	3,023 33	1,458 61	1,281 98	455 00	183 73	157 50	169 00	150 00	157 50	155 00	235 98	1,462 36	8,859 98
Repairs, extraord'ny	100 00										46 08		146 08
Totals.....	3,123 32	1,458 61	1,281 98	455 00	183 73	157 50	169 00	150 00	157 50	155 00	282 06	1,462 36	9,036 06

\* Pay sheets, &amp;c., for June, 1885, included, paid from this year.

## CLASSIFICATION of Disbursements of the following Dredges, &amp;c.—Continued.

## "CHALLENGE."

Items.	July.	August.	September.	October.	November.	Dec.	Jan.	Feb.	March.	April.	May.	June.	Grand Totals.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ c's	\$ cts.	\$ cts.	\$ cts.
Wages.....	405 00	405 00	405 00	405 00	30 00	40 00	40 00	149 00	45 71	197 66	337 42	395 48	2,855 27
Coal.....	25 50	188 10	173 74	7 00	.....	.....	.....	.....	.....	.....	.....	490 00	821 84
Wood.....	100 00	100 00	100 00	100 00	.....	.....	.....	.....	.....	.....	.....	30 00	62 50
Provisions.....	100 00	46 82	14 82	57 96	.....	.....	.....	.....	.....	.....	.....	101 75	548 41
Stores.....	61 50	.....	.....	1 00	.....	.....	.....	.....	.....	.....	.....	5 44	240 84
Equipment.....	160 46	45 30	205 77	86 38	.....	.....	.....	44 75	.....	191 20	30 18	69 18	161 86
Repairs.....	.....	.....	80 00	25 55	1 47	.....	.....	.....	.....	.....	151 69	7 23	892 78
Pilotage.....	.....	9 53	.....	.....	.....	.....	.....	.....	15 77	.....	.....	20 00	20 00
Contingencies.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	5 40	112 89	250 61
Totals.....	752 46	764 75	979 33	682 89	31 47	40 00	40 00	193 75	61 48	388 86	687 15	1,231 97	5,854 11
Working expenses.....	592 00	719 45	773 56	596 51	31 47	40 00	40 00	149 00	61 48	197 66	535 46	1,224 74	4,961 33
Repairs, ordinary.....	19 15	45 30	26 40	40 76	.....	.....	.....	44 75	.....	191 20	151 69	7 23	481 73
do extraordinary.....	141 31	.....	179 37	45 62	.....	.....	.....	.....	.....	.....	.....	.....	411 05
Totals.....	752 46	764 75	979 33	682 89	31 47	40 00	40 00	193 75	61 48	388 86	687 15	1,231 97	5,854 11

## "NIPissing."

Wages.....	395 00	391 77	440 62	395 00	250 00	31 35	30 00	30 00	30 00	161 00	359 44	290 00	2,907 18
Coal.....	82 50	165 00	185 00	376 43	49 45	49 45	.....	.....	.....	.....	.....	714 92	1,573 30
Provisions.....	100 00	100 00	100 55	100 88	66 67	.....	.....	.....	.....	.....	74 50	100 00	642 60
Stores.....	6 13	5 70	10 89	40 53	4 58	.....	.....	.....	.....	69 04	86 65	22 45	245 87
Equipment.....	.....	.....	49 88	7 80	.....	.....	.....	28 35	.....	121 00	41 04	49 11	297 18
Repairs.....	32 19	189 13	11 75	168 15	4 50	.....	.....	52 20	1,020 00	594 99	792 11	185 25	3,040 27
Pilotage.....	.....	.....	.....	5 00	.....	.....	.....	.....	.....	.....	18 00	.....	23 00



Towage.....	9 60	11 50	14 35	91 05	276 00	30 00	.....	.....	10 03	75 00	.....	381 00
Contingencies.....	625 42	863 10	813 04	1,174 74	703 15	61 35	.....	.....	959 06	1,449 49	1,464 11	193 61
Totals.....												9,304 01
Working expenses...	593 23	673 97	801 29	1,016 59	698 65	61 35	.....	.....	364 07	657 38	1,278 86	6,283 74
Repairs, ordinary...	32 19	189 13	11 75	74 15	4 50	.....	.....	.....	227 46	40 53	22 41	605 97
do extraordinary	.....	.....	.....	84 00	.....	.....	.....	.....	367 53	751 58	162 84	2,434 30
Totals.....	625 42	863 10	813 04	1,174 74	703 15	61 35	.....	.....	959 06	1,449 49	1,464 11	9,304 01

"ONTARIO."

Wages.....	400 00	400 00	400 00	400 00	30 00	31 00	31 00	28 00	31 00	190 00	319 18	395 00	2,655 18
Coal.....	275 46	142 50	.....	197 40	.....	15 13	.....	.....	.....	.....	.....	465 50	1,095 99
Wood.....	100 00	100 00	251 65	.....	.....	.....	.....	.....	.....	.....	47 67	.....	251 65
Provisions.....	13 41	.....	5 91	100 00	.....	.....	.....	.....	31 48	.....	90 12	.....	447 67
Stores.....	.....	.....	.....	48 42	.....	.....	.....	.....	.....	.....	.....	.....	228 56
Equipment.....	282 49	10 27	5 15	7 00	.....	.....	.....	.....	29 30	.....	42 60	.....	456 75
Repairs.....	.....	80 90	8 38	45 97	.....	.....	.....	.....	11 07	.....	0 50	.....	125 95
Contingencies.....	.....	.....	.....	23 15	.....	.....	.....	.....	.....	.....	.....	.....	.....
Totals.....	1,071 36	733 67	671 12	820 94	30 00	46 13	31 00	28 00	42 07	250 78	500 07	1,043 61	5,268 75
Working expenses...	788 87	723 40	665 97	774 97	30 00	46 13	31 00	28 00	43 07	221 48	457 47	1,002 64	4,812 00
Repairs, ordinary...	43 22	10 27	5 15	8 97	.....	.....	.....	.....	.....	11 30	42 60	40 97	162 48
do extraordinary	239 27	.....	.....	37 00	.....	.....	.....	.....	.....	18 00	.....	.....	294 27
Total.....	1,071 36	733 67	671 12	820 94	30 00	46 13	31 00	28 00	42 07	250 78	500 07	1,043 61	5,268 75

[1887]

## CLASSIFICATION OF Disbursements of the following Dredges, &amp;c.—Continued.

## "QUEEN."

Items.	July.	August.	September.	October.	November.	Dec.	Jan.	Feb.	March.	April.	May.	June.	Grand Totals.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Wages.....	279 00	315 91	400 00	373 04	192 16	90 75	88 50	30 00	30 00	128 56	287 03	365 12	2,560 17
Coal.....	42 00	183 70	.....	180 00	33 00	.....	.....	.....	.....	.....	234 76	.....	568 46
Wood.....	72 00	92 35	110 00	101 87	52 88	.....	.....	.....	.....	.....	65 68	97 87	51 00
Provisions.....	2 48	2 10	11 08	32 21	1 55	.....	.....	.....	.....	22 92	41 68	1 00	592 65
Stores.....	7 67	.....	.....	.....	.....	.....	.....	.....	.....	.....	50 00	2 54	115 02
Equipment.....	183 84	30 75	112 74	8 25	96 00	.....	13 00	.....	.....	495 99	96 43	.....	60 21
Repairs.....	80 00	24 00	312 00	132 00	0 75	.....	.....	.....	.....	.....	29 00	.....	941 00
Towage.....	.....	1 30	.....	.....	.....	.....	.....	.....	.....	7 00	100 00	.....	164 00
Contingencies.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	30 00	663 05
Totals.....	624 99	650 11	945 82	830 37	376 34	90 75	101 50	30 00	30 00	654 57	884 58	496 53	5,715 56
Working expenses.....	441 15	619 36	833 08	822 12	376 34	90 75	88 50	30 00	30 00	258 58	788 15	496 53	4,774 56
Repairs, ordinary.....	23 61	30 75	612 74	8 25	.....	.....	13 00	.....	.....	29 54	96 43	.....	314 32
do extraordinary.....	160 23	.....	.....	.....	.....	.....	.....	.....	.....	466 45	.....	.....	626 68
Totals.....	624 99	650 11	945 82	830 37	376 84	90 75	101 50	30 00	30 00	654 57	884 58	496 53	5,715 58

## "ST. LOUIS."

Items.	July.	August.	September.	October.	November.	Dec.	Jan.	Feb.	March.	April.	May.	June.	Grand Totals.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Wages.....	150 00	150 00	150 00	150 00	20 00	20 00	20 00	20 00	20 00	20 00	152 79	217 31	1,090 10
Coal.....	42 00	49 00	87 75	47 80	.....	.....	.....	.....	.....	.....	.....	.....	226 55
Wood.....	34 00	34 00	4 75	9 50	.....	.....	.....	.....	.....	.....	.....	.....	14 25
Provisions.....	34 00	34 00	34 00	34 00	.....	.....	.....	.....	.....	.....	17 00	36 00	188 00
Stores.....	.....	.....	7 35	.....	.....	.....	.....	.....	.....	.....	4 05	.....	33 36
Equipment.....	149 54	10 86	165 80	23 94	.....	.....	.....	.....	.....	.....	.....	49 75	49 75
Repairs.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	182 05	181 35	874 92

Pilotage	230 25	238 00	283 35	243 30	20 00	32 25	20 00	20 00	42 90	203 35	469 87	11 00	13 50
Towage	65 97	10 85	165 80	23 94	20 00	32 25	20 00	20 00	22 90	41 96	287 82	102 98	11 00
Contingencies	83 57									130 49	32 05	14 75	9 75
											150 00	166 60	
Totals	379 79	243 85	454 15	267 24	20 00	32 25	20 00	20 00	42 90	203 35	469 87		2,660 08
Working expenses	230 25	238 00	283 35	243 30	20 00	32 25	20 00	20 00	42 90	41 96	287 82	325 31	1,785 14
Repairs, ordinary	65 97	10 85	165 80	23 94	20 00	32 25	20 00	20 00		60 90	32 05	14 75	374 26
do extraordinary	83 57									130 49	150 00	166 60	500 66
Totals	379 79	243 85	454 15	267 24	20 00	32 25	20 00	20 00	42 90	203 35	469 87	508 66	2,660 03



CLASSIFICATION AND QUANTITIES OF Material removed by the following Dredges, during the Year ending 30th June, 1886.

"ST. LAWRENCE."

Description of Material Dredged.	July.	Aug.	Sept.	Oct.	Nov.	Dec.	Jan.	Feb.	March.	April.	May.	June.	Grand Totals.
Hard-pan.....												1,225	1,225
Boulders.....												525	525
Gravel, old logs, &c.....	3,259			1,133								4,392	4,392
Clay.....	3,260	700	2,100	3,893								9,953	9,953
Mud.....			2,100									1,750	3,850
<b>Totals.....</b>	<b>6,519</b>	<b>700</b>	<b>4,200</b>	<b>5,026</b>								<b>3,500</b>	<b>19,945</b>

"CANADA."

Boulders.....	45	1,440											1,485
Gravel.....	2,820												2,820
Clay.....		1,440										900	2,340
Clay and stone.....	2,670	585	1,350										2,670
Sand, ordinary.....	4,275	585	1,350										6,210
Mud.....													1,935
<b>Totals.....</b>	<b>9,810</b>	<b>4,050</b>	<b>2,700</b>									<b>900</b>	<b>17,460</b>

"NEW DOMINION."

Gravel.....	1,645	2,977	5,037	11,450								7,185	9,659
Clay.....	6,230	213	1,658										26,911
Sand, ordinary.....		315	7,115									875	7,430
do very fine.....												1,050	8,060
<b>Totals.....</b>	<b>7,875</b>	<b>3,505</b>	<b>13,810</b>	<b>11,450</b>								<b>14,370</b>	<b>52,060</b>

"CAPE BRETON."

Clay	1960	960	960
	1961	3,570	3,570
	1962	4,950	4,950
Mud	1960	1,380	1,380
	1961	1,380	1,380
	1962	5,910	5,910
Totals			

"PRINCE EDWARD."

Clay	1,850	4,225	1,475	3,325
Sand, ordinary	3,137	6,450	1,475	13,812
Totals	4,987	6,450	1,475	17,137

"GEO. MCKENZIE,"

[illegible]

"CHALLENGE."

Gravel	100	1,050	2,550	1,560	3,700
Clay and stone	2,950	900	500	1,560	690
Sand, ordinary	7,800	1,450	500	1,560	14,505
do very fine					16,525
Totals	10,850	3,400	3,050	1,560	35,420

## CLASSIFICATION AND QUANTITIES OF MATERIAL REMOVED BY THE FOLLOWING DREDGES, &amp;c.—Continued.

## "NIPISSING."

Description of Material Dredged.	July.	Aug.	Sept.	Oct.	Nov.	Dec.	Jan.	Feb.	March.	April.	May.	June.	Grand Totals.
													Cubic yds.
Hard-pan .....		240										540	780
Boulders .....		360	1,620	4,620	450								7,050
Clay .....				4,350	450							8,450	13,910
Clay and stone .....			660									660	660
Sand, ordinary .....	9,900	6,920	570	270								1,775	19,435
Mud .....											1,140		1,140
Totals .....	9,900	7,520	2,850	9,240	900						1,800	10,765	42,975

## "ONTARIO."

Clay .....				1,740							1,620	1,080	4,440
Clay and stone .....				1,200								2,820	4,020
Sand, ordinary .....	5,340	6,000	8,400	8,040							4,320	8,880	40,980
Totals .....	5,340	6,000	8,400	10,980							5,940	12,780	49,440

## "QUEEN."

Boulders .....	818	456	532	868									2,674
Gravel .....			280	375	1,412								2,067
Clay .....	2,135	2,007	3,444	672							2,632	6,116	17,006
Clay and stone .....	105												105
Sand, ordinary .....		2,324	2,632	3,024									7,980
Mud .....	262												262
Totals .....	3,320	4,787	6,888	4,939	1,412						2,632	6,116	30,094



[illegible]

STATEMENT showing the Material removed at different Localities; the Total Annual Expenditure on each Dredge, and the Average Cost per cubic yard.

50 Victoria.

Sessional Papers (No.11.)

A. 1887

## "CHALLENGE."

Localities.	Hard Pan.	Boulders.	Gravel.	Clay.	Clay and Stone.	Sand, Ordinary.	Sand, Fine.	Mud.	Totals.
Kincardine .....	.....	.....	100	.....	.....	7,300	14,575	.....	21,875
Goderich .....	.....	.....	3,600	.....	.....	2,100	1,950	.....	7,650
Southampton .....	.....	.....	.....	.....	690	4,515	.....	.....	5,205
Port Elgin .....	.....	.....	.....	.....	.....	690	.....	.....	690
Totals .....	.....	.....	3,700	.....	690	14,505	16,525	.....	35,420

Total Annual Expenditure, \$5,854 11. Cost per cubic yard, 16 $\frac{1}{2}$  cents.

## "NIPISSING."

Pierreville, River St.	.....	.....	.....	.....	.....	16,820	.....	.....	16,820
Francis .....	240	2,250	.....	.....	660	840	.....	.....	3,990
Beloit Bridge .....	.....	4,800	.....	4,800	.....	.....	.....	.....	9,600
St. Antoine .....	540	.....	.....	9,110	.....	1,775	.....	1,140	12,565
Summerstown .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Totals .....	780	7,050	.....	13,910	660	19,435	.....	1,140	42,975

Total Annual Expenditure, \$9,304 01. Cost per cubic yard, 21 $\frac{1}{2}$  cents.

## "ONTARIO."

Port Hope .....	.....	.....	.....	.....	.....	16,500	.....	.....	16,500
Osbourn .....	.....	.....	.....	4,440	4,020	24,480	.....	.....	32,940
Totals .....	.....	.....	.....	4,440	4,020	40,980	.....	.....	49,440

Total Annual Expenditure, \$5,268 75. Cost per cubic yard, 10 $\frac{1}{2}$  cents.

“ QUEEN.”

Rigaud.....	818	11,658	105	7,980	262	12,843
Hawkesbury.....	1,856	5,342				15,464
Salmon River.....		1,787				1,787
Totals.....	2,674	17,006	105	7,980	262	30,091

Total Annual Expenditure, \$5,715 56. Cost per cubic yard, 19 cents.

“ ST. LOUIS.”

River St. Louis.....	23,430	23,430				23,430
Totals.....		23,430				23,430

Total Annual Expenditure, \$2,660 06. Cost per cubic yard, 11½ cents.



## DETAILS of Dredging in the Maritime Provinces

Dredge.	Locality.	County.	NEW BRUNSWICK.		
			Quantity.	Cost.	Total Cost.
			C. yds.	\$ cts.	\$ cts.
"New Dominion"	Gibson .....	York, N.B. ....	25,190	3,758 05	.....
	Murray's Mills .....	St. John, N. B. ....	11,450	1,708 20	.....
	Bellisle Pt. ....	Kings do ....	15,420	2,300 48	7,766 73
"Canada"	Mabou .....	Inverness, N.S. ....	.....	.....	.....
	Yarmouth .....	Yarmouth do ....	.....	.....	.....
"Cape Breton"	Granton .....	Pictou do ....	.....	.....	.....
"Prince Edward"	Bedeque .....	Prince, P.E.I. ....	.....	.....	.....
	Crapaud .....	Queens do ....	.....	.....	.....
	Tignish .....	Prince do ....	.....	.....	.....
"St. Lawrence"	Navy Island Bar .....	St. John, N.B. ....	8,932	3,860 61	.....
	Adams' Wharf .....	do ....	7,513	3,247 29	7,107 90
	N.-W. Arm .....	Halifax, N.S. ....	.....	.....	.....
"Geo. McKenzie"	Cheticamp .....	Inverness, N.S. ....	.....	.....	.....
			68,505	.....	14,874 63

Dredge.	NEW BRUNSWICK.		NOVA SCOTIA.	
	Quantity.	Cost.	Quantity.	Cost.
	C. yds.	\$ cts.	C. yds.	\$ cts.
"New Dominion" .....	52,060	7,776 73	.....	.....
"Canada" .....	.....	.....	17,460	5,995 35
"Cape Breton" .....	.....	.....	5,910	4,074 76
"Prince Edward" .....	.....	.....	.....	.....
"St. Lawrence" .....	16,445	7,107 90	3,500	1,512 77
"Geo. McKenzie" .....	.....	.....	29,920	9,899 17
	68,505	14,874 63	56,790	21,482 05

for the Year ended 30th June, 1886.

NOVA SCOTIA.			PRINCE EDWARD ISLAND.			Quantity by each Dredge.	Total Expenditure.
Quantity.	Cost.	Total Cost.	Quantity.	Cost.	Total Cost.		
C. yds.	\$ cts.	\$ cts.	C. yds.	\$ cts.	\$ cts.	C. yds.	\$ cts.
						52,060	7,766 73
16,560	5,686 31					17,460	5,995 35
900	309 04	5,995 35				5,910	4,074 76
5,910	4,074 76	4,074 76					
			1,850	1,117 28			
			14,812	8,341 57			
			1,475	890 81	10,349 66	17,139	10,349 66
3,500	1,512 77	1,512 77				19,945	8,620 67
29,920	9,899 17	9,899 17				29,920	9,899 17
56,790		21,482 05	17,137		10,349 66	142,432	46,706 34

PRINCE EDWARD ISLAND.		Total Quantity.	Expenditure Dredging.	Superintendence.	Total Expenditure.	Cost per Cubic Yard.
Quantity.	Cost.					
C. yds.	\$ cts.	C. yds.	\$ cts.	\$ cts.	cts.	C.
		52,060	7,245 59	521 14	7,766 73	14.91880
		17,460	5,602 76	392 59	5,995 35	34.3375
		5,910	3,790 60	281 16	4,074 76	68.9468
17,137	10,349 66	17,137	9,515 36	834 70	10,347 66	60.39306
		19,945	7,976 13	644 54	8,620 76	43.2222
		29,920	9,036 06	863 11	9,899 17	33.0854
17,137	10,349 66	142,432	43,166 50	3,539 84	46,706 34	32.791





Inverness .....	Whycomagh .....	19,760	3,491 31	19,760	3,491 31	19,760	3,491 31
	Campbell's Pond .....	4,940	872 83	4,940	872 83	4,940	872 83
	Port Hastings .....	270	190 37	270	190 37	270	190 37
	Cheticamp .....	24,136	11,731 08	29,920	9,899 17	84,055	21,630 25
	Mabou .....	52,447	23,890 00	16,560	5,686 31	69,007	29,576 31
			40,175 59				55,761 07
Lunenburg .....	Lunenburg .....	70,510	22,194 57	70,510	22,194 57	70,510	22,194 57
	Mahone Bay .....	21,844	5,958 65	21,844	5,958 65	21,844	5,958 65
	Vogler's Cove .....	11,610	5,075 53	11,610	5,075 53	11,610	5,075 53
Pictou .....	Acadia Coal Wharf .....	10,240	3,560 26	10,240	3,560 26	10,240	3,560 26
	Albion Mines .....	9,475	2,181 25	9,475	2,181 25	9,475	2,181 25
	East River .....	104,795	25,067 22	104,795	25,067 22	104,795	25,067 22
	Halifax Coal Co.'s Wharf .....	1,650	359 90	1,650	359 90	1,650	359 90
	Pictou Public Wharf .....	31,920	7,433 56	31,920	7,433 56	31,920	7,433 56
	do Railway Wharf .....	29,889	9,264 29	29,889	9,264 29	29,889	9,264 29
	do Landing .....	7,345	2,880 01	7,345	2,880 01	7,345	2,880 01
	Vale Colliery Wharf .....	1,395	682 15	1,395	682 15	1,395	682 15
	River John .....	85,173	22,243 93	85,173	22,243 93	85,173	22,243 93
	Granton .....	13,400	4,274 66	13,400	4,274 66	13,400	4,274 66
	New Glasgow .....	26,310	5,705 09	26,310	5,705 09	26,310	5,705 09
Queen's .....	Liverpool .....	12,940	4,762 38	12,940	4,762 38	12,940	4,762 38
Richmond .....	D'Escouse, Cap La Ronde .....	11,860	5,962 13	11,860	5,962 13	11,860	5,962 13
	St. Peter's Canal .....	78,891	24,277 56	78,891	24,277 56	78,891	24,277 56
	St. Peter's .....	7,150	2,407 41	7,150	2,407 41	7,150	2,407 41
	Grand Goulet .....	23,584	5,570 49	23,584	5,570 49	23,584	5,570 49
	River Bourgeois .....	18,920	4,468 87	18,920	4,468 87	18,920	4,468 87
	Marine Slip .....	320	56 53	320	56 53	320	56 53
Shelburne .....	Lockeport .....	20,825	6,334 85	20,825	6,334 85	20,825	6,334 85
Yarmouth .....	Yarmouth .....	42,517	13,687 25	900	309 04	43,417	13,996 29
Hants .....	Windsor .....	5,450	1,627 60	5,450	1,627 60	5,450	1,627 60
		1,233,491	363,240 02	56,790	21,482 05	1,290,281	384,722 07
			363,240 02		21,482 05		384,722 07

## EXPENDITURE for Dredging in New Brunswick, for the Fourteen Years ended 30th June, 1886.

County.	Locality.	TOTAL FOR 13 YEARS ENDED 30TH JUNE, 1885.			For the Year 1885-86.			Total Quantities	Total cost.	Cost for each County.
		Quantity.	Cost. \$ cts.	Cost for County.	Quantity.	Cost. \$ cts.	Cost for County.			
Gloucester.....	Bathurst.....	C. yds. 72,607	\$ cts. 20,639 52	\$ cts. 20,639 52	C. yds. .....	\$ cts. .....	\$ cts. .....	72,607	20,629 52	20,629 52
Kent.....	Richibucto.....	47,735	14,299 54	.....	.....	.....	.....	47,735	14,299 54	.....
	Cocagne.....	14,580	4,831 02	.....	.....	.....	.....	14,580	4,831 02	.....
	Buctouche.....	13,005	4,931 24	.....	.....	.....	.....	13,005	4,934 24	.....
	do Priest's Point.....	3,510	1,110 70	.....	.....	.....	.....	3,510	1,110 70	.....
	do Chapel Point.....	4,140	1,310 07	.....	.....	.....	.....	4,140	1,310 07	.....
	do Robertson's Wharf..	45	14 23	26,499 80	.....	.....	.....	45	14 23	26,446 80
Northumberland..	Horse Shoe.....	160,417	44,594 13	.....	.....	.....	.....	160,417	44,594 13	.....
	Outer Bar.....	13,125	4,032 67	.....	.....	.....	.....	13,125	4,032 67	.....
	Grand Dune.....	37,975	10,121 67	58,748 47	.....	.....	.....	37,975	10,121 67	58,748 47
Queen's .....	Grand Lake .....	34,160	6,375 44	.....	.....	.....	.....	34,160	6,375 44	.....
	do McMann's Cove.....	20,440	4,522 82	.....	.....	.....	.....	20,440	4,522 82	.....
	Jemseg .....	61,305	12,117 74	.....	.....	.....	.....	61,305	12,117 74	.....
	Washademoak .....	48,975	6,310 83	29,356 83	.....	.....	.....	48,975	6,340 83	29,366 83
St. John.....	Intercolonial Railway terminus	139,810	37,130 01	.....	.....	.....	.....	139,810	37,130 01	.....
	Navy Island .....	16,362	5,436 18	.....	8,932	3,860 61	.....	25,291	9,296 79	.....
	Marble Cove.....	29,925	4,374 40	.....	.....	.....	.....	29,925	4,374 40	.....
	Murray Mills .....	12,430	1,733 45	.....	11,450	1,708 20	.....	23,880	3,441 65	.....
	Indian town Wharf .....	1,615	192 83	.....	.....	.....	.....	1,615	192 83	.....
	Long Wharf.....	7,137	1,902 40	50,769 27	.....	.....	.....	7,137	1,502 40	.....
	Adams' Wharf .....	.....	.....	.....	7,513	3,247 29	8,816 10	7,513	3,247 29	59,585 37
Sunbury.....	Oromocto.....	144,153	27,106 86	27,106 86	.....	.....	.....	144,153	27,106 86	27,106 86

Westmoreland.....	Point du Chêne.....	33,750	9,432 00	9,432 00	9,432 00	9,432 00	9,432 00
York .....	Fredericton .....	39,395	7,699 15	7,699 15	7,699 15	7,699 15	7,699 15
	St. Mary's Ferry.....	15,570	6,827 26	6,827 26	6,827 26	6,827 26	6,827 26
	Gibson .....	5,205	3,758 05	3,758 05	3,758 05	3,758 05	3,758 05
King's.....	Belleisle Point .....		15,420	2,300 48	2,300 48	2,300 48	2,300 48
*Dredge "New Dominion"		977,373	238,468 57	238,468 57	238,468 57	238,468 57	238,468 57
			777 84	777 84	777 84	777 84	777 84
			238,468 57	238,468 57	238,468 57	238,468 57	238,468 57
			977,373	977,373	977,373	977,373	977,373
			14,874 63	14,874 63	14,874 63	14,874 63	14,874 63
			1,015,878	1,015,878	1,015,878	1,015,878	1,015,878
			253,343 20	253,343 20	253,343 20	253,343 20	253,343 20
			777 84	777 84	777 84	777 84	777 84
			253,343 20	253,343 20	253,343 20	253,343 20	253,343 20

\* Dredge "New Dominion" not in commission in 1880 81, above expenses for caretaking and repairs.





STATEMENT of Dredging, showing Quantities removed in each Province, and cost of each Dredging for the Fourteen Years ended 30th June, 1886.

Fiscal Year.	NEW BRUNSWICK.			NOVA SCOTIA.			QUEBEC.			PRINCE EDWARD ISLAND.			Total Quantity.	Total Expenditure	Cost per Cubic Yard.
	Quantity.		Cost.	Quantity.		Cost.	Quantity.		Cost.	Quantity.		Cost.			
	C. yds.	\$	cts.	C. yds.	\$	cts.	C. yds.	\$	cts.	C. yds.	\$	cts.			
1872-73.....	38,060	13,240 50		23,260	8,422 70		.....	.....	.....	61,320	21,663 20			0 35-328	
1873-74.....	57,725	14,395 57		18,600	6,545 61		.....	.....	.....	83,125	23,334 10			0 28 071	
1874-75.....	78,223	17,325 05		24,416	13,238 83		6,800	2,392 92		.....	.....			0 33 354	
1875-76.....	79,935	17,040 52		91,974	21,885 90		.....	.....	.....	121,294	40,456 77			0 21-642	
1876-77.....	97,690	23,161 90		127,785	34,846 74		.....	.....	.....	230,192	49,818 22			0 23-591	
1877-78.....	81,070	23,323 92		106,857	29,607 94		.....	.....	.....	299,935	70,763 91			0 23 983	
1878-79.....	132,555	27,400 22		116,307	28,267 59		.....	.....	.....	270,787	64,943 04			0 21-950	
1879-80.....	63,540	16,581 79		127,681	34,765 84		765	374 08		295,352	61,831 88			0 28-197	
1880-81.....	44,315	12,385 85		87,118	23,011 64		.....	.....	.....	228,379	64,396 69			0 25-232	
1881-82.....	79,640	18,626 87		89,566	33,363 71		2,317	693 44		180,085	45,439 46			0 28-331	
1882-83.....	48,565	13,422 70		143,616	42,996 93		.....	.....	.....	256,531	61,347 15			0 25-890	
1883-84.....	47,058	17,103 38		157,560	49,050 58		.....	.....	.....	260,716	67,600 00			0 27-964	
1884-85.....	128,997	24,460 35		76,164	25,250 73		.....	.....	.....	284,368	79,509 01			0 23-255	
1885-86.....	68,505	14,874 63		56,790	21,482 05		8,123	3,997 59		268,359	62,376 63			0 32-791	
	1,045,878	253,343 25		1,247,697	372,786 79		18,005	7,458 03		631,295	129,501 38			0 25-930	
										2,942,875	763,089 45				

STATEMENT of Dredging, showing Quantities removed by Hand in each Province, and cost of each Dredging for the Fourteen Years ended 30th June, 1886.

Fiscal Year.	NEW BRUNSWICK.		NOVA SCOTIA.		QUEBEC.		PRINCE EDWARD ISLAND.		Total Quantity.	Total Expenditure	Cost per Cubic Yard.
	Quantity.	Cost.	Quantity.	Cost.	Quantity.	Cost.	Quantity.	Cost.			
	C. yds.	\$	C. yds.	\$	C. yds.	\$	C. yds.	\$	C. yds.	\$	cts.
1878-79.....	.....	.....	245	555 13	.....	.....	245	555 13	245	555 13	2 26-58
1879-80.....	.....	.....	12,370	3,666 90	.....	.....	12,370	3,666 90	12,370	3,666 90	0 29-64
1880-81.....	.....	.....	11,140	2,560 25	.....	.....	11,140	2,560 25	11,140	2,560 25	0 22-98
1881-82.....	.....	.....	10,640	2,650 00	.....	.....	10,640	2,650 00	10,640	2,650 00	0 24-90
1882-83.....	.....	.....	8,190	2,500 00	.....	.....	8,190	2,500 00	8,190	2,500 00	0 30-41
1883-84.....	.....	.....	6,460	2,500 00	.....	.....	6,460	2,500 00	6,460	2,500 00	0 45-78
1884-85.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1885-86.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	.....	.....	48,045	14,432 28	.....	.....	48,045	14,432 28	48,045	14,432 28	0 30-03

96 STATEMENT of Dredging in the Maritime Provinces, showing Quantities removed by, and Expenditure of, each Dredge, for Fourteen Years ended 30th June, 1886.

Dredge.	Total Quantities and Cost for the Thirteen Years from 1872-73 to 1884-85.			1885-86.			Total for Fourteen Years ended 30th June, 1886.		
	Quantity.	Cost.	Per Cubic yard.	Quantity.	Cost.	Per Cubic Yard.	Quantity.	Cost.	Per Cubic yard.
	C. yards.	\$ cts.	Cts.	C. yards.	\$ cts.	Cts.	C. yards.	\$ cts.	Uts.
"New Dominion" .....	508,593	103,692 47	20-37	52,080	7,766 73	14-9198	560,653	111,389 20	19-86
"Canada" .....	382,229	128,572 74	33-63	17,460	5,995 35	34-3375	399,689	134,568 09	33-66
"Cape Breton" .....	502,728	122,481 26	24-36	5,910	4,074 76	68-946	508,638	126,566 02	24-87
"Prince Edward" .....	624,988	120,902 65	19-34	17,137	10,349 66	60-3930	642,125	131,252 31	20-44
"St. Lawrence" .....	500,091	152,197 36	30-43	19,945	8,620 67	43-2222	520,036	160,818 03	30-92
"Geo. McKenzie" .....	168,231	82,109 04	30-61	29,920	9,899 17	33-0854	298,151	92,008 21	30-86
	2,786,860	709,885 52	25-47	142,432	46,706 34	32-791	2,929,292	756,591 86	25-48

STATEMENT of Dredging performed by Hand in the Maritime Provinces, showing Quantities removed and Expenditure at each locality, for Fourteen Years ended 30th June, 1886.

Locality.	1872-73 to 1884-85 = Thirteen Years.			1885-86.			Total for Fourteen Years ended 30th June, 1886.		
	Quantity.	Cost.	Per Cubic yard.	Quantity.	Cost.	Per Cubic yard.	Quantity.	Cost.	Per Cubic yard.
	C. yards.	\$ cts.	Cts.	C. yards.	\$ cts.	Cts.	C. yards.	\$ cts.	Cts.
Paraboro', N.S. ....	42,695	12,804 68	30-06	.....	.....	.....	42,575	12,804 68	30-06
Windsor, N.S. ....	5,450	1,626 60	29-86	.....	.....	.....	5,450	1,627 60	29-86
	48,045	14,432 28	30-03	.....	.....	.....	48,045	14,432 28	30-03



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APPENDIX No. 6.

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STATEMENT

OF THE

DREDGING PLANT

OF THE

DOMINION.

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## APPENDIX No. 6.

STATEMENT showing the Number of Dredges, Dredge Tugs and Scows, belonging to the Department, with Number of Crew, average Wages per month for the Year 1885, cost of Construction, &c.

Province where used.	Name of Vessel.	Description of Vessel.	Number of Crews.	Average Wages per Month.	Cost of Construction.	Remarks.
Nova Scotia and New Brunswick....	St. Lawrence .....	Steam hopper dredge.....	15	\$ 495 97	\$ cts 116,389 48	This is an iron hull elevator dredge, built in Glasgow in 1874-76.
do do ..	Canada.....	do .....	11	375 85	42,778 44	This is an iron hull elevator dredge, built in Glasgow in 1871-73.
do do ..	New Dominion .....	Dipper dredge and 8 scows ...	11	238 76	30,826 51	A wooden hull spoon dredge, built in 1871-72.
do do ..	Cape Breton .....	do 5 do ..	13	287 66	19,744 38	do do 1874-75.
do do ..	George McKenzie.....	do 4 do ..	11	271 47	15,000 00	do do purchased in 1879.
Prince Edward Island...	Prince Edward .....	do 6 do ..	11	322 21	23,582 07	Transferred from Local Government, P.E.I., at Confederation, on payment of \$23,000.
Quebec.....	Queen of Canada.....	do .....	8	225 00 }	15,000 00	A wooden hull spoon dredge.
do .....	2 scows.....	do .....	.....	198 02 }		Hull rebuilt in 1883-84.
do .....	Nipissing .....	Dipper dredge and 2 scows ...	8	265 00	15,501 57	Purchased July, 1880. Wooden built dipper dredge.
do .....	Dennis .....	Steam tug .....	3	125 00	2,000 00	Purchased at same time as "Nipissing."
do .....	St. Louis .....	Dipper dredge .....	8	135 00	6,525 83	Wooden hull spoon dredge, built at Lockport, N.Y., 1883.
Ontario.....	Challenge .....	do and 2 scows ...	6	265 00	31,211 32	Rebuilt 1884-85.
do .....	Trudeau .....	Steam tug .....	3	130 00	6,847 05	Purchased in 1876.
do .....	Ontario .....	Dipper dredge and 2 dump scows .....	7	270 00	20,950 00	Wooden hull spoon dredge, built at Lockport, N.Y., 1884.
do .....	Sr John .....	Steam tug .....	3	125 00	12,000 00	Built at Lockport, N.Y., 1884
Manitoba.....	Winnipeg .....	Dipper dredge and 2 dump scows .....	6	320 00	26,011 49	Wooden hull spoon dredge, built at Lockport, N.Y., 1883-84.
do .....	Sir Hector .....	Steam tug .....	4	215 00	15,775 00	Built at Lockport, N.Y., 1883-84.
British Columbia.....	Dredger .....	Elevator dredge and 6 scows,	10	566 54	60,000 00	Built by Local Government 1885, and transferred to Dominion at Confederation.
do .....	Georgie .....	Steam tug .....	.....	.....	6,250 00	Purchased in 1875.





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APPENDIX No. 7.

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QUEBEC HARBOUR IMPROVEMENTS.

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REPORTS ON THE PRINCESS LOUISE EMBANKMENT AND DOCK  
WORKS, RIVER ST. CHARLES; AND ON THE  
GRAVING DOCK, LÉVIS.

BY

THE QUEBEC HARBOUR COMMISSIONERS.

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## APPENDIX No. 7.

QUEBEC HARBOUR IMPROVEMENTS—RIVER ST. CHARLES; AND  
GRAVING DOCK AT LÉVIS.

Ref. No. 71,976.

HARBOUR COMMISSIONERS' OFFICE,  
QUEBEC, 27th October, 1886.

SIR,—In compliance with the request contained in your letter of the 9th June last, and renewed in your letter of the 22nd of the present month, I have the honour to transmit you herewith a copy of our Chief Engineer's Report on both the Harbour and Graving Dock Works for the fiscal year ended the 30th June last.

I have the honour to be, Sir,  
Your most obedient servant,

A. H. VERRET,  
*Secretary-Treasurer.*

A. GOBEL, Esq.,  
Secretary Department Public Works.

OTTAWA, 26th October, 1886.

SIR,—I have the honour to submit for the information of your Board, the following with reference to the progress of the works of the Commission under my charge at Quebec, up to the 30th June last.

## LOUISE BASIN.

Between the 1st July and the 30th November, 1885, the dredges were employed in deepening the outer or tidal portion of the area enclosed by the embankment, and in preparing the foundation for the remaining cribs of the cross-wall, which have been put in place, and a commencement made on the masonry; and I may here state, that nearly the whole of the masonry work of the entrance has, at the date of this report, been completed, and the space between the walls nearly filled with sand.

The works in connection with the coffer-dam at the entrance are under way.

During the winter, the work under construction did not receive any damage, owing to the means taken by the contractors to prevent such occurring.

## GRAVING DOCK, LÉVIS.

On the 30th June last, the body of the dock had been completed, leaving only the work of connecting the wing-walls to be done to finish the masonry.

The engine house, boilers and pumping machinery had been put in place.

The caisson was finished and floated into its berth, the temporary works obstructing the entrance having been removed, and the channel outside dredged to the required depth.

I have the honour to be, Sir,  
Your obedient servant,

HENRY F. PERLEY,  
*Chief Engineer, Harbour Works, Quebec.*

A. H. VERRET, Esq.,  
Secretary-Treasurer Harbour Commission,  
Quebec.



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APPENDIX No. 8.

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REPORT

ON THE

Saguenay District Slide and Booms,

FOR THE FISCAL YEAR ENDED 30TH JUNE, 1886,

BY

HENRY F. PERLEY, CHIEF ENGINEER

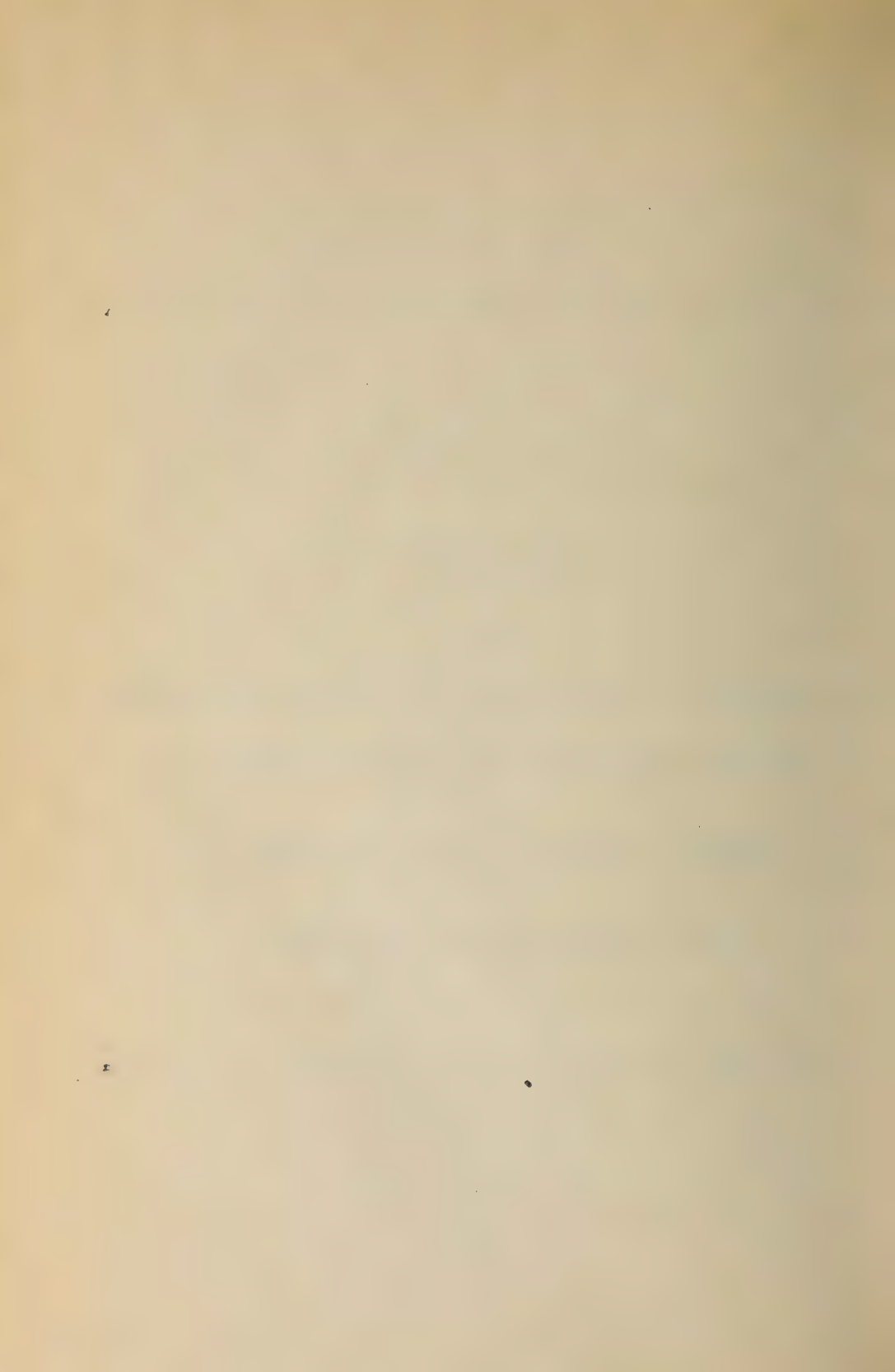
AND

JOSEPH ROSA, SUPERINTENDENT.

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APPENDIX No. 8.

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SLIDES, BOOMS, &c.—SAGUENAY DISTRICT.

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Ref. No. 72,499.

CHIEF ENGINEER'S OFFICE,

OTTAWA, 17th November, 1886.

SIR,—Herewith I transmit a report by Mr. Joseph Rosa, Assistant Engineer, relating to the Saguenay slide, for the fiscal year ended 30th June last.

I am, Sir,

Your obedient servant,

HENRY F. PERLEY,

*Chief Engineer.*

A. GOBEL, Esq.,  
Secretary Department Public Works.

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QUEBEC, 15th November, 1886.

SIR,—During the fiscal year 1885-86, a further length of 450 feet of the slide has been rebuilt.

Dams Nos. 1, 2, 3 and 4 were repaired, and Dam No. 5 was rebuilt.

A boom 400 feet long was built to protect the great boom.

During May and June, 11,000 logs passed through the slide, and there were about 115,000 more ready to pass through.

I have the honour to be, Sir,

Your obedient servant,

JOSEPH ROSA,

*Superintendent.*

HENRY F. PERLEY, Esq.,  
Chief Engineer, Department of Public Works.

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APPENDIX No. 9.

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# REPORT

ON THE

ST. MAURICE DISTRICT SLIDES AND BOOMS,

FOR THE FISCAL YEAR ENDED 30<sup>TH</sup> JUNE, 1886.

BY

**HENRY F. PERLEY, CHIEF ENGINEER,**

AND

**CHAS. LAJOIE, SUPERINTENDENT.**

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APPENDIX No. 9.

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SLIDES AND BOOMS—ST. MAURICE DISTRICT.

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Ref. No. 71,841.

CHIEF ENGINEER'S OFFICE.

OTTAWA, 25th October, 1886.

SIR,—Herewith I transmit a report by Mr. C. Lajoie, Superintendent of the St. Maurice District Slides and Booms, on the works under his charge for the fiscal year ended 30th June, 1886.

I have the honour to be, Sir,

Your obedient servant,

HENRY F. PERLEY,  
*Chief Engineer.*

A. GOBEIL, Esq.,  
Secretary Public Works Department.

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THREE RIVERS, 2nd August, 1886.

SIR,—I have the honour to transmit to you for the information of the Minister of Public Works my report on the works under my superintendence for the fiscal year ended 30th June last.

The breaking up of the ice this year has again been the cause of serious damages, carrying away three piers and injuring a number of others. The estimates of those damages have been submitted to you.

The quantity of logs made this year is more considerable than that of last year, and the drive has been done with facility. There was no loss of wood worth mentioning.

The amount expended for the maintenance is \$18,094.02 against \$16,739.63 for last year, making an increase of \$1,354.39 on account of extra expenditure made to prevent more damages and in order to fix the booms on time. If this had not been done a large quantity of logs which were placed this year within a short distance of the stations would have been lost on account of the high water.

The different amounts granted for repairs aggregated \$11,000 and the expenditure was \$10,431.41. The following is a statement of the work done :—

## MOUTH OF THE ST. MAURICE.

Covering 1,500 feet of booms 5 feet, with planks 3 inches.

Repairing piers Nos. 2, 3, 4 and 6 and 27.

Placing 1,110 feet of wood on different piers.

Rebuilding No. 5.

Replacing 10 posts.



## SHAWENEGAN.

Rebuilding 1 pier, 45 by 40 by 38 feet.

Mining the rocks at the mouth of the slide.

Replacing 1,200 feet of booms and 1 pier, 15 by 15 feet.

Placing 1 post, 28 feet, with the platform.

Replacing the sheeting of piers Nos. 2, 3, 4, and wainscoting the corners.

Replacing 3 posts.

The piers Nos. 5 and 7 have been repaired and sheeted.

Replacing 2 posts, 28 feet.

Constructing a wharf for protection (breakwater) at the station, 26 feet by 13, with steps.

Rebuilding the wharf down the slide.

## LES PILES.

Repairing several piers, with 627 of wood.

Replacing 12 posts.

Constructing a shed, 40 by 30 feet, and forge.

Other works have been executed by contract of which I cannot give a description, the contracts and payments having been made directly by the Department.

All of which is respectfully submitted.

I have the honour to be, Sir,

Your obedient servant,

CHARLES LAJOIE.

*Superintendent St. Maurice Works.*

H. F. PERLEY, Esq.,  
Chief Engineer, Ottawa.

APPENDIX No. 10.

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REPORT

ON THE

Ottawa District Slides and Booms,

FOR THE FISCAL YEAR ENDED 30TH JUNE, 1886.

BY

HENRY F. PERLEY, Chief Engineer

AND

GEO. P. BROPHY, Superintending Engineer.

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## APPENDIX No. 10.

## SLIDES AND BOOMS—OTTAWA DISTRICT.

Ref. No. 71,748.

CHIEF ENGINEER'S OFFICE,

OTTAWA, 21st October, 1886.

SIR,—I transmit herewith the annual report by Mr. G. P. Brophy, Superintending Engineer, on the works under his charge on the Ottawa River and its tributaries, for the fiscal year ended 30th June, 1886.

I have the honour to be, Sir,

Your obedient servant,

HENRY F. PERLEY,

*Chief Engineer.*

A. GOBEIL, Esq.,  
Secretary Public Works Department.

OTTAWA, 31st July, 1886.

SIR,—I have the honour to submit the following report on the works under my charge on the Ottawa River and tributaries for the fiscal year ended 30th June last.

The main timber drives of 1885 were, for the most part, successfully handled, and only a small percentage of the products of the forests, in being floated down the Ottawa and its affluent streams, was detained at the low water season to swell the drives of the current year.

During the autumn months, after the bulk of the timber had passed the various stations, the slide and dam foundations, being more accessible at that time than at any other period of the year, were thoroughly examined, and such repairs as were found to be necessary were executed.

The repair work done after the season of navigation and during the winter months may be described as follows:—

*On the main Ottawa River at the Rocher Capitaine Station* the slide was replanked, the side piers patched and certain obstructions and rocky projections blasted, with the view of obtaining a safer passage for the cribs, the running of which at this place is beset with so many difficulties.

*At Joachim Station* the side and bottom timbers of the slide were overhauled and repaired, new heavy sills having been placed alongside the old ones, and planking laid to replace that worn out.

*At Calumet Station* the aprons were repaired by having oak plank planted on the fingers; the stop-log recesses were secured with oak; new heavy sills at places were laid in the slide bottom; stop-logs where worn out renewed, and flooring plank in long slide stripped and relaid with oak.

*At Mountain Station* the pier on the outside of the flat dam was partly re-sheeted, the second guide boom pier above the slide was repaired and oak posts planted and the side piers of the slide were repaired and strengthened, and additional stone-filling used where required.

At *Portage du Fort Station* the slide and boom planking were partially respiked and defects made good.

At the *Chats Station* now courses of timber were placed on pier at the head of canal, and the stone-filling made up where deficient; oak spindles were provided for the booms, maple stop-logs for the bulkhead and the posts; scantlings, railings, steps and flooring of the bulkhead were generally renewed; elm planking was provided for the bottom of the slide; the adjusting gate at the head of slide repaired, and portions of the stone-filling removed and replaced.

At *Hull or North Chaudière Station* the timbers and planking of the slide where decayed were removed and new pieces substituted; the stiff guide boom timbers having partially separated, they were bolted together and the roadway bridge across the slide had its planking repaired.

At the *Ottawa or South Chaudière Station* the slides, bulkheads, boom piers and bottom planking were repaired; the booms and side piers strengthened and the apron timbers and fastenings adjusted; while the general store and tool house was much enlarged and improved, and made suitable for the storage and safe-keeping of plant and supplies used in connection with the works. At the city of Ottawa the Union Suspension Bridge, between Ottawa and Hull, was repainted; the roadway planking renewed, and the approaches cleaned and covered with a heavy layer of macadamizing stone. The Dufferin and Sappers' Bridges over the Rideau Canal had their roadway and sidewalk planking repaired, and the flooring plank of the iron bridge over the Chaudière Slide, where there is a constant and heavy traffic, had to be renewed; certain stay braces, rods and bolts of this bridge had also to be repaired.

At the *Carillon Station* where the slide, booms and piers were very much damaged by the shoving of the ice in the spring of 1885, preparations were made, after receiving the necessary authority, to procure during the summer and autumn months, as much as possible of the materials required for the repairs of the work. They consisted principally of square and sided timber, plank, stone for filling piers and iron screw bolts and spikes. The first part of the work done embraced the improvement of the regulating apron at the slide bulkhead and the fitting up of the boat house and storehouse which were used as workshops. Later in the season the tops were removed from the wrecked piers, and during the winter months 23 piers were re-topped and stone-filled; some of the work of which had to be done under the water line. A guard pier 180 feet long, having a width at the base of 40 feet, drawn into 16 feet on top, stone-filled and faced with elm, was built as a protection to the boom sections which are to be laid up at the close of the season and moored below it; 2,110 lineal feet of built boom, 3 feet wide by 2 feet 3 inches deep, cross-planked and bolted, had to be built to replace the sections carried away by the ice; 1,740 lineal feet of the old boom had to be repaired and refitted, and improved mooring appliances in the shape of spindles, pulleys and winch attached to the piers to bring the booms under control in the strong and variable side currents which prevail at the slide entrance. During the months of January and February last, sudden thaws raised the Ottawa River at Carillon to such an extent that the booms which were being constructed on the river bank were unexpectedly covered with packed ice, and had to be dug out when the water receded. Considerable difficulty was also experienced in reaching the lower piers for the purpose of filling them with stone last winter, as the freshets had loosened and carried off the solid ice that had formed early in the season in the swift current near the slide entrance, but by cutting sheets of ice and letting them down from about a mile above, and placing brush with water to freeze on the weak spots, access for loaded teams was had to the piers and the stone-filling ultimately accomplished. The whole of the repair work was far enough advanced at this station to admit of the passage of the cribs of timber through the guide booms and slide this spring on the arrival of the first rafts, after it was possible to stretch the booms and get them into position.

At the *Sault au Recollet Station* the piers, which had been shattered by the ice moving out in the spring of 1885, were patched to admit of their supporting the guide booms on the opening of navigation this season (1886).



The works executed under the head of repairs on the tributaries of the Ottawa consisted of—

*On the Dumoine River* the slide at High Falls had its bottom and side planking repaired and strengthened, and its side piers levelled up.

*On the Petewawa River* the works on the upper reaches, consisting of dams and side piers, were stanchied and repaired; while at the mouth of the stream the piers supporting the booms were strengthened; the station house at the first chute repaired; the third chute slide and dams strengthened by having new timbers inserted where there were symptoms of decay.

*On the Black River* the High Falls slide had its bottom and side planking largely renewed by the placing of heavy hard maple planking at such places as the friction of the timber and saw logs at the steep grades of this slide had worn the bottom timbers and planks; the side piers at the head of the slide had several courses of decayed white pine timber removed and new ones substituted; new stop logs were provided; the boom support piers were re-topped with pine timber and stone-filling and the chain fastenings overhauled.

*On the Madawaska River* the Chain Rapids slide had its bulkhead piers and dams repaired.

*On the Gatineau River* the division booms in the lake or pond were extended and improved; stone-filling was completed at the bridge protection piers; boom pickets and caps were provided, and the boom sorting gaps were re-arranged and made more suitable for the purposes of the lumbermen. The boom piers above the railway bridge were also strengthened and repaired.

The work done under the head of reconstruction embraced the following:—

*At High Falls, on the Coulonge River*, the work of taking down and removing the slide superstructure, levelling the foundation cribwork, blasting the side cliffs for better grades and alignment, and the renewal and reconstruction of the long single-stick slide, was proceeded with, and the whole was on the eve of completion and ready for the business of the spring of 1886, when an accident happened through ice shoves and the breaking of the booms hereinafter referred to.

*On the Madawaska River, at Chain Rapids*, the entrance and outlet of the slide were reconstructed on an improved principle for the running of logs and timber, and the slide has since fully met the requirements of the lumbermen.

*At Long Rapids, on the Madawaska*, the main dam for maintaining a head of water and diverting timber, &c., from the shoals, was very much wrecked and had to be rebuilt. This work was satisfactorily accomplished, and has had quite a beneficial effect on the timber drives of this important tributary.

The work performed under the head of construction was all on the main stream, and included the erection of a pier at the Chats Rapids for the snubbing of rafts of square timber, preparatory to their being taken through the Chats slide in cribs.

The dredging of the greater portion of a sandbar in the back channel of the Ottawa River leading to the village of Portage du Fort for the improvement of steamboat navigation.

The construction of two mooring floats or buoys at the head works or above the entrance to the system of booms leading to the Carillon slide. This work was undertaken with the view of snubbing or checking the run of raft bands of timber and enabling the pilots to control the cribs in their passage to the Carillon slide through the swift currents and side drafts of the main Carillon dam, where a large head of water has to be maintained in connection with the new canal at this place.

On the reach of the Ottawa River, immediately above Lake Témiscamingue, known as the Quinze Rapids, certain rocky projections, forming dangerous obstructions to the running of timber, were blasted off. This work, when all completed and taken in connection with further necessary improvements on the same reach of the river, will have the effect of opening up a comparatively safe channel from a section of lumber country, which is in future to be one of the main fields from which the lumbermen will draw their supplies for years to come, as the virgin limits of the upper Ottawa territory, and the country having streams tributary to Lake Témis-



coming will find an outlet through the improved channel, and as marketable timber becomes scarce on the lower limits that have made the Ottawa district famous for its timber supplies in times past, it is only fair to suppose that the efforts of the lumbermen to meet the requirements of the trade will find scope in this new and comparatively undeveloped country where timber abounds.

Last winter, the waters of the Ottawa, during January and February were abnormally high and it was with much difficulty that the works of repairs could then be prosecuted. Later on, however, a more favourable pitch was experienced and the winter repairs progressed as usual, with the exception of certain works of repairs of dams and slides on the Dumoine, Petewawa and Madawaska Rivers, the foundations of which were not accessible and the work had to be postponed, but will be carried out the first favourable opportunity. The breaking up of the streams last spring was attended with disastrous results on the Coulonge River, more especially as from a continuous thaw for eight days prior to the 17th of April, solid masses of ice were carried down the stream and in a great measure swept the booms, piers and dams from the head of the Coulonge Chute, carrying along with them bodies of square timber and sawlogs that after passing the High Falls battered the foundations of the slide at an elbow of the gorge and rendered the slide for almost all its length unavailable for this season's business. Had the timber and logs which were embedded in the ice been properly protected by the lumbermen by being laid up on rollways beyond the reach of the spring floods, it is more than probable that the damage to the slide foundations would have been far less serious. Steps were at once taken however to construct a short temporary slide to avoid the main chute, and a considerable portion of the logs and timber passed through it. Repair works will be undertaken when the water is sufficiently low and the whole improvements may be expected to be in working order and ready for the business of the next spring on the Coulonge River.

*At the Black River Station* the water rose suddenly and to a great height, about the middle of April, and on the 17th of that month the glance boom at the head of the slide broke; chains and other necessary materials were procured to repair the break with as little delay as possible, and such progress had been made as to enable the officers in charge of the work to have the slide and booms ready for the passage of timber by the afternoon of the 20th; but on account of the great risk and danger attending driving operations at such a pitch of water, the timber and logs did not move freely until some days afterwards. After the spring had fairly set in, the timber on the tributaries commenced its descent and it is satisfactory to know, that with the exceptions above noted, the dams, slides and booms on the Ottawa and tributaries, under the control of your Department, were operated without mishap, and the prospects are that the bulk of the timber and logs will safely arrive at their destination without further trouble.

I have been furnished by the Collector of Slide Dues with information showing the number of pieces of timber and saw logs that passed through the Government slides and works on the Ottawa River and its tributaries under my charge during the year ended 30th June, 1886, to have been :—

	Pieces.
White pine timber.....	33,632
Red pine .....	1,400
Boom and dimension.....	15,776
Cedars .....	3,401
Tamarac .....	2,262
Spruce .....	506
Ash .....	32
Elm .....	15
Birch .....	3

Basswood.....	2
White wood .....	1
10,391 railroad ties, equal to 1,299 pieces flat timber .....	1,299
Total pieces of timber.....	<u>58,329</u>
Pieces saw logs.....	<u>2,615,861</u>
The total revenue accrued was.....	<u>\$61,630 99</u>

In respectfully submitting the above,

I have the honour to be, Sir,  
Your obedient servant,  
GEO. P. BROPHY,  
*Superintending Engineer, Ottawa River Works.*

H. F. PERLEY, Esq.,  
Chief Engineer, Department of Public Works.





APPENDIX No. II.

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REPORT

ON THE

NEWCASTLE DISTRICT SLIDES AND BOOMS,

FOR THE FISCAL YEAR ENDED 30TH JUNE, 1886.

BY

HENRY F. PERLEY, Chief Engineer

AND

R. B. ROGERS, Acting Superintending Engineer.

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## APPENDIX No. II.

## SLIDES AND BOOMS—NEWCASTLE DISTRICT.

Ref. No. 71,749.

CHIEF ENGINEER'S OFFICE,

OTTAWA, 21st October, 1886.

SIR,—I transmit herewith a report by Mr. R. B. Rogers, Superintending Engineer, River Trent and Newcastle District works, on the works under his charge, for the fiscal year ended 30th June, 1886.

I have the honour to be, Sir,

Your obedient servant,

HENRY F. PERLEY,  
*Chief Engineer.*

A. GOBEL, Esq.,  
Secretary Public Works Department.

## TRENT CANAL WORKS,

SLIDE AND BOOMS DIVISION,

PETERBOROUGH, 20th July, 1886.

SIR,—I have the honour to submit the annual report on the works under my charge, in connection with the Department of Public Works for the fiscal year ended 30th June, 1886.

On account of the early opening of spring and the extraordinary high water, the bulk of the timber has reached its destination much earlier than usual. The spring opened and the water reached its height some three weeks earlier than ordinarily. The quantity of timber brought down this season was greater than usual. The level of the water was higher than it has been for some years, but it passed off doing little or no more damage than usual, except at Bobcaygeon, where the ice in Sturgeon Lake coming down "en masse" broke many of the braces and otherwise injured the dam. If it had not been for the peers placed at the entrance of "Big Bob" channel last year breaking up the ice it would undoubtedly have taken part of the dam away.

The repairs executed at the different stations during the year were as follows :—

## FENELON FALLS.

Two new stop logs were supplied, and slight repairs done to the hoisting gearing of the slide.

## BOBCAYGEON.

The construction of the boom and piers at the mouth of "Big Bob" channel were finished. The booms which were broken by the ice this spring were repaired and placed in position. The breach that was made in the dam last spring was repaired. The dam was well gravelled. The dam being old, it requires to be annually gravelled, to prevent leakage.



## BUCKHORN.

Permanent brackets, working on heavy hinges, were placed on the cap of the dam. These brackets, nine in number, are 30 inches high, 4 inches thick, and 20 feet long, and when up rest against stops placed on the bents of the bridge, and are held in the centre by chains fastened to the upstream timbers of the dam. These were found to work admirably this spring, and they obviated the danger that was formerly experienced in putting on brackets at the proper time during high water, in order to retain as much of it as possible for future use during the dry season. Two stick guide booms were constructed and placed in position above the slide. The dam was well gravelled. The works at this station are now in good order.

## YOUNG'S POINT.

Glance booms were constructed and placed in position, in order to separate the navigation from the log channel.

## KATCHEWANNOE LAKE.

The line of boom separating the navigation from the timber channel was extended from Young's Point through this lake to Moodie's Island, a distance of 13,000 feet. The boom is held in position mostly by stone anchors, which are found to work well. This boom has been a great benefit to navigation and to the public in general. The cut at Henderson's not being completed last fall, owing to the frost stopping operations, some difficulty was experienced in running the timber through this cut. Part of the navigation channel was therefore boomed off for this purpose till the cut is completed.

## PETERBORO'.

The retaining boom in the lake was badly damaged by the ice, also one of the piers. These were repaired. The deposit of sawdust at the wharf is a great annoyance to navigation.

## WHITLAW'S RAPIDS.

An expenditure was made for the removal of sawdust from the navigation channel. A new waste weir was built to allow the surplus water in the spring to escape more freely. The benefit of this was greatly felt during the high water. The guide booms to the slide were damaged by the ice. New ones are required.

## OTONABEE RIVER.

The river is fast filling with sawdust. Immense deposits are forming all along the river. The deposits of mill refuse at the mouth of the river are so great that the steamboat owners have written me, stating that unless the brackets are kept on the dam at Hastings, they cannot run their boats.

## HASTINGS.

Two new stop logs were put in the slide; and the apron repaired.

## HEELY FALLS.

The apron of the slide was taken out while one of the drives was passing. There is an appropriation this year to repair the slide and also the cribwork below.

## MIDDLE FALLS.

New stop log windlasses were put on the slide. A glance, consisting of three sticks, rock-bolted to the bottom, was placed opposite the gap below the slide, to prevent the logs from drifting over the shoal.

PERCY BOOM.

One of the piers was taken out by the ice. The boom will be held in position in future by heavy stone anchors. The boom requires overhauling.

CHISHOLM'S.

The sluices of the dam which were in a very unsafe condition, were overhauled. The old timber slide, which was 52 feet wide, was divided into two by placing a 9-foot pier in the centre. The appropriation that was made for the construction of two piers for the boom was taken for this purpose. A glance boom to the slide was constructed and placed in position, being held in place by stone anchors.

SCUGOG RIVER.

The channel of the river was cleaned out and the bottom of an old vessel was removed from the navigation channel.

I have the honour to be, Sir,  
Your obedient servant,

RICHARD B. ROGERS,  
*Acting Superintending Engineer.*

H. F. PERLEY, Esq.,  
Chief Engineer Department Public Works,  
Ottawa.

STATEMENT showing the number of pieces of Timber, &c., which passed over the different slides on the River Trent and Newcastle District Works, during the fiscal year ended 30th June, 1886.

Station.	Saw Logs.	Cedar (8 feet).	R.R. Ties.	Boom Timber.	Bolts.	Square Timber.
Fenelon Falls .....	225,398	.....	14,750	3,455	.....	98
Bobcaygeon .....	180,398	.....	14,750	3,455	.....	98
Buckhorn .....	120,000	20,000	.....	1,660	.....	1,200
Burleigh .....	120,000	20,000	.....	1,660	.....	1,200
Young's Point.....	267,036	66,559	6,648	3,505	.....	1,200
Lakefield .....	248,036	66,559	6,648	3,505	.....	1,200
Peterboro' .....	144,036	66,559	6,648	2,145	.....	.....
Hastings .....	67,163	12,825	.....	780	.....	.....
Heely's Falls.....	67,163	12,825	.....	780	.....	.....
Middle Falls.....	336,629	101,277	27,822	3,451	4,452	847
Chisholm's Rapids .....	291,629	101,277	1,822	2,451	4,452	847

RICHARD B. ROGERS,  
*Acting Superintending Engineer.*





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APPENDIX No. 12.

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STATEMENT OF STAFF EMPLOYED

ON THE

SLIDES AND BOOMS

THROUGHOUT THE DOMINION.

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## APPENDIX No. 12.

STATEMENT showing the Names, Dates of Appointment, Salaries, &amp;c., of persons employed on the different Slides and Booms.

Name.	Position.	Where Employed.	Date of Appointment.	Salary.	Remarks.
* Saguenay District.					
Arthur Boulanger.....	Superintendent .....	Saguenay .....	19th May, 1881	475 00 per annum.....	Employed the whole year.
Calixte Fortin.....	Asst. Superintendent .....	do .....	13th do 1881	30 00 per month.....	
Frs. Trépanier.....	Carpenter.....	do .....	.....	1 50 per day .....	
† St. Maurice District.					
Charles Lajoie.....	Superintendent .....	Three Rivers.....	7th Oct., 1878	1,200 00 per annum.....	
J. B. Normand.....	Boom Master.....	Mouth St. Maurice.	12th April, 1858	3 00 per day .....	
L. E. Gervais .....	Paymaster .....	Three Rivers.....	2nd Sept., 1881	50 00 per month.....	
Cyrac Lymburner .....	Foreman .....	Mouth St. Maurice.	25th April, 1881	565 00 per annum.....	
Jos. Pagé .....	Boom Keeper.....	Cap aux Cornuilles	10th Dec., 1879	452 50 do .....	
Arthur Rousseau.....	Deputy Slide Master.	Shawenegan .....	12th April, 1888	3 00 per day.....	
Charles Langlois.....	Foreman .....	do .....	13th Jan., 1880	444 00 per annum .....	
Theophile Larue.....	Boom Keeper.....	Grand Mère.....	15th March, 1872	2 00 per day.....	
Frs. Lacroix.....	do .....	Les Piles.....	1st April, 1866	463 00 per annum.....	
Richelieu District.					
Azarie Bienvenue.....	Boom Master .....	Belœil Station .....	1st June, 1882	100 00 per annum .....	
† Ottawa District.					
G. P. Erophy .....	Superintendent.....	Ottawa. ....	6th July, 1873	2,200 00 per annum.....	
D. Scott .....	Accountant .....	do .....	1st Oct., 1884	1,200 00 do .....	
J. H. Scott .....	Measurer & Draughts- man .....	do .....	1st Nov., 1882	2 50 per day .....	
W. Kane .....	Messenger .....	do .....	1st Aug., 1867	1 25 do .....	

[1886]

Mores Aubrey .....	Foreman Carpenter.	Ottawa .....	.....	800 00 per annum .....	Employed about the works for 20 or 25 years.
Pierre St. Pierre .....	Deputy Slide Master.	Carillon .....	21st April, 1886 .....	1 25 per day .....	Actively employed about 7 months.
D. Noonan .....	Boom Master .....	Gatineau .....	21st March, 1878 .....	500 00 per annum .....	Actively employed about 7 months. Oversees repairs in winter.
W. J. McDonald .....	Deputy Slide Master.	Chaudière .....	25th April, 1876 .....	635 00 do .....	Paid during the season of navigation only, about 7 months. Attends to winter repairs.
J. Soulière .....	Asst. do .....	do .....	.....	2 00 per day .....	Employed about 6 months.
J. McDonnell .....	Deputy Slide Master.	Hull .....	1st March, 1877 .....	1 25 do .....	Employed about 6 months during navigation.
D. McFarlane .....	do .....	Chats .....	27th do 1860 .....	480 00 per annum .....	Looks after repairs in winter.
John Harvey .....	Slide Master .....	Arnprior .....	12th July, 1882 .....	2 50 per day .....	Employed about 3 months during the season of navigation.
Jos. McCrea .....	Boom Master .....	Springtown .....	15th May, 1880 .....	203 00 per annum .....	Employed 4 or 5 months during the season of navigation. Looks after repairs in winter.
James Barry .....	Deputy Slide Master.	High Falls, Madawaska .....	29th March, 1854 .....	480 00 do .....	Employed about 4 months.
Duncan McLaren .....	do .....	Portage du Fort .....	7th Sept., 1881 .....	300 00 do .....	Employed about 4 months.
J. G. Poupore .....	do .....	Black River .....	15th Oct., 1880 .....	480 00 do .....	Employed about 4 months passing timber.
James Rowan .....	do .....	Lower Petewawa .....	18th April, 1858 .....	480 00 do .....	Looks after repairs in winter.
Wm. Thompson .....	do .....	Mountain .....	10th Oct., 1879 .....	1 00 per day .....	Actively employed about 4 months passing timber. Looks after repairs in winter.
[1886] D. Carmichael .....	do .....	Calumet .....	— Aug., 1848 .....	40 00 per month .....	Actively employed about 6 or 7 months during season of navigation. Looks after repairs in winter.
A. Prodfoot .....	do .....	Coulonge .....	1st April, 1865 .....	1 00 per day .....	Actively employed 4 months. Looks after repairs in winter.
Hugh Corley .....	do .....	Crooked Chute .....	1870 .....	.....	Employed 3 or 4 months each year.
A. McDougall .....	do .....	Joachim .....	6th Nov., 1871 .....	300 00 per annum .....	Employed about 4 months passing timber.
Jos Dufault .....	Boom Master .....	Dumoine .....	24th April, 1882 .....	1 50 per day .....	Looks after repairs in winter.
Hugh Grant .....	Deputy Slide Master.	do .....	12th do 1872 .....	300 00 per annum .....	Employed during timber season.
A. McEwen .....	do .....	Rocher Capitaine .....	1st May, 1874 .....	450 00 do .....	Employed during navigation, about 3 months. Will inspect works if required.
F. Bélanger .....	Boom Master .....	Sault au Recollet .....	22nd April, 1879 .....	1 00 per day .....	Will inspect works if required.
A. H. Johnson .....	do .....	Cheneaux .....	1865 .....	2 50 do .....	Employed about 7 months each year.
G. J. Johnson .....	Asst. Boom Master .....	do .....	1872 .....	1 75 do .....	Paid during season of navigation only, about 7 months. Attends to winter repairs.
<i>Newcastle District.</i>					
R. B. Rogers .....	Superintendent .....	Peterboro' .....	1st July, 1884 .....	600 00 per annum .....	Receives \$600 per annum from Department of Railways and Canals also.
G. H. Giroux .....	Clerk, Supt.'s Office.	do .....	1st do 1882 .....	500 00 do .....	
Robert Armstrong .....	Slide Master .....	Chisholm's Rapids .....	1st do 1883 .....	200 00 do .....	



APPENDIX No. 12.—Statement showing the Names, &c., of persons employed on the different Slides and Booms—*Concluded.*

Name.	Position.	Where Employed.	Date of Appointment.	Salary.	Remarks.
<i>Newcastle District— Concluded.</i>					
John Ingram.....	Slide Master.....	Fenelon Falls.....	1st July, 1883	200 00 per annum.....	
H. Deacon.....	do.....	Heely's Falls.....	1st do 1878	200 00 do.....	
W. H. Hall.....	do.....	Buckhorn.....	1st May, 1879	200 00 do.....	
Nelson Simmons.....	do.....	Middle Falls.....	1st July, 1884	200 00 do.....	

\* *Saguenay Works.*—In addition to the Superintendent, there are employed on the Saguenay works 4 magmen, at 70 cents per day each, during the passing of the logs through the slides, which lasts one or two months.

† *St. Maurice Works.*—Every year during the timber running season, the officers in charge of the various stations employ 25 to 30 men during three or four months, at the rate of 80 cents to \$1.10 per working day, inclusive of 40 to 50 cents per day per man, paid for board to the Deputy Slide Masters and Boom-keepers; also, one clerk and foreman at \$1 per day, two watchmen and one gate-keeper.

‡ *Ottawa River Works.*—In addition to the above officers, &c., there are employed during the running season, one foreman on slide at \$1.50, and one assistant foreman at \$1.25 per day; also, 25 to 30 labourers at from \$1 to \$1.40 per working day.

APPENDIX No. 13.

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REPORT

ON

PUBLIC WORKS

IN

British Columbia,

FOR THE FISCAL YEAR ENDED 30TH JUNE, 1886.

BY

Hon. J. W. TRUTCH, C. M. G., Resident Agent.

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## APPENDIX No. 13.

## REPORT ON PUBLIC WORKS IN BRITISH COLUMBIA.

Ref. No. 69,993.

VICTORIA, B. C., 12th August, 1886.

SIR,—I beg to submit for your information the following report upon the public works in this Province, carried on under my supervision during the fiscal year which ended on the 30th June last, together with a tabular statement thereof.

## BUILDINGS.

*B. C. Penitentiary.*

Various alterations and additions and repairs have been made to this building pursuant to authority conveyed to me by the Chief Architect in a letter dated 29th December, 1885, and a contract has been entered into with Messrs. Smith & Homer, for building a dam and laying pipe for an improved water service, authority for the expenditure of \$7,500, on which work, including the purchase of piping and fittings and land for a site for the dam and pipe track was conveyed to me by letter from the Chief Engineer, dated 22nd January, 1886. The total expenditure on these works amounted, on the 30th June last, to \$8,438.81, but the final payments on account of the works authorized, including \$3,000 on fencing, will not be completed until the 30th August, instant.

In accordance with instructions received from the Chief Architect, tenders were invited for the erection and completion of three pairs of semi-detached houses for guards' dwellings, to be built in the penitentiary reserve. The tender of Messrs. Scoullar & Co., of New Westminster, for \$11,374, being the lowest, was accepted and a contract made with them by the Department.

The contractors on the 30th June had made fair progress and will doubtless complete the work within the stipulated time, viz., 15th September next.

Under authority by letter dated 20th March last from the Chief Architect, half an acre of land has been purchased at a cost of \$600 from the Roman Catholic Church to be used as a burial ground for convicts.

*Immigration Shed.*

A contract for this building was entered into by Mr. McLennan in September last, and the work was shortly after commenced on the Songhis Indian Reserve pursuant to directions by telegram from the Department of Agriculture, but was discontinued in accordance with instructions by telegram from the Secretary of the Public Works Department, dated 24th December, 1885, subsequent to which date a settlement with the contractor has been effected on the terms authorized by letter from the Secretary of the Department, dated 17th March, 1886.

*Quarantine Station.*

A contract was entered into with Mr. William Rockett to erect and complete certain works at the Quarantine Station, Albert Head, authorized by letter from the Chief Architect, No. 55,853, of 18th December, 1885, comprising sheds, offices, stables,

fencing, filling around building, drains, brick water tank, iron piping, landing stage &c., for the sum of \$1,374; and the work has been satisfactorily completed. The total expenditure during the past fiscal year on works authorized at this station up to the 30th June last, including the above mentioned sum, hydraulic ram to supply water to tank from spring, anchor and chain for mooring, &c., amounts to \$2,614.05. There are other payments to be made on account of works authorized, such as laying moorings, sinking ringbolts in rocks for ships to make fast to, cost of making highway from public road to hospital, all of which will be completed before the 15th August instant.

*Repairs, Furniture, Heating, Lighting—Dominion Public Buildings.*

Various necessary repairs, additions and alterations to the post office and custom house buildings at Victoria, New Westminster and Nanaimo have been effected, fuel supplied to the different departments, and gas supplied to the post office building, Victoria, pursuant to special directions and authorizations conveyed to me from time to time by the Chief Architect.

The total expenditure on this account has been \$2,758.22.

HARBOURS AND RIVERS.

*Removal of Dredger Rock, Victoria Harbour.*

Upon authority conveyed to me by telegram, dated 28th October, 1885 and confirmed by letter, dated 31st October from the Secretary of the Department, a contract for the removal of this rock was entered into with Mr. Charles Hayward for the sum of \$14,973, the work to be completed 1st of June last. The contractor, however, failed to complete the work within the stipulated time, with reference to which I have fully reported to you by letter dated 8th June, and to the Chief Engineer by letter dated 12th June last.

*Cowichan River.*

A further expenditure of \$600 on improvements in this river was made last autumn under Mr. W. Duncan as superintendent, as directed by you through the Chief Engineer by letter to me, dated 21st July, 1885.

*Nicomekle River.*

Pursuant to authority conveyed to me by letter from the Chief Engineer, dated 28th October, 1885, to expend \$600 of the appropriation for the improvement of this river in excavating a ditch and \$200 in purchasing right of way for the same, a contract has been entered into with Messrs. Huck & Brewster for the excavation of the required ditch for the sum of \$690, to be completed on the 15th August instant; and Messrs. Drake, Jackson & Helmeken, agents of the Department of Justice, have been requested to obtain conveyance of the right of way, the purchase of which has been fully arranged for.

DREDGING AND DREDGE VESSELS.

*Repairs and Snag Boat.*

Dredging operations were carried on during the past year at the upper end of Victoria Harbour up to the 9th March last, when, in accordance with the instructions by telegram, dated 26th February last from the Chief Engineer, the dredge was ordered to Ladner's Landing for the purpose of improving the channel of the Fraser River opposite that point.

On the 31st of May the appropriation was almost expended, and in pursuance with instructions by telegram from the Chief Engineer, dated 22nd May last, the vessels were laid up at Ladner's Landing and the crew discharged.



I enclose a tabular statement showing the amount of dredging done during the past year and the cost per cubic yard—scow measurement—of dredging and removing the dredged material.

Several necessary repairs to the dredge vessels have been effected during the past year amounting to an aggregate expenditure of \$2,476.54.

The snag boat was employed from the 9th July to the 20th November, 1885, in removing snags from the Nicomekle and Fraser Rivers, assisting in the survey of the sand heads at the mouth of the Fraser, and in replacing the buoys at the entrance to the Fraser River, which latter work was performed at the request and at the expense of the Department of Marine and Fisheries and under the immediate direction of the agent of that Department in British Columbia. At the date last mentioned the appropriation being nearly exhausted, the boat was laid up and the crew discharged. Since then, however, the "Samson" has twice been employed for and at the expense of the Department of Marine and Fisheries in painting and replacing the Fraser River buoys.

#### SURVEYS AND INSPECTIONS.

##### *Survey of the Mouth of the Fraser River and adjacent Sand heads.*

In compliance with instructions received by letter, dated 23rd June, 1885, from the Chief Engineer, a survey of a portion of the Fraser River and the sand heads at its mouth by Mr. F. C. Gamble, and a plan thereof forwarded under covering letter, dated 24th December, 1885, to the Chief Engineer.

##### *Surveys of Nicol and Beaver Rocks, and Bigg's Portage, Nanaimo Harbour.*

Mr. Heyland, upon instructions forwarded by the Chief Engineer, was employed last autumn to make surveys of these localities, and his reports thereon, with plans showing the results of his surveys, were forwarded by me with covering letter to the Chief Engineer on the 3rd April last.

#### TELEGRAPH SERVICE.

Mr. District Superintendent Wilson's annual report on this service is transmitted by me with covering letter of this day's date to Mr. Superintendent Gisborne to be laid before you.

#### ESQUIMALT GRAVING DOCK.

A report from Mr. Bennett, Resident Engineer, on the progress of this work will be transmitted to you under separate covering letter within a few days.

I have the honour to be, Sir,

Your obedient servant,

JOSEPH W. TRUTCH,  
*Dominion Government Agent.*

Sir H. L. LANGEVIN, K.C.M.G., C.B.,  
Minister of Public Works, Ottawa.



## BRITISH COLUMBIA—PUBLIC WORKS OF CANADA.

STATEMENT of Public Works carried on in the Province of British Columbia, during the Fiscal Year 1885-86.

Name of Work.	District or County.	Number and Date of Letter authorizing Expenditure.	Expenditure Authorized.	Expenditure or liability incurred from 30th June, 1885, to 30th June, 1886.	Letters and Telegrams from the Dominion Government Agent to the Department of Public Works.
<i>Buildings.</i>					
1. B. C. Penitentiary .....	New West. District	Letter 60,594, 4th Aug., '85; letter 64,087, 29th Dec, 1885.	\$ cts. 280 00	..... \$ cts. .....	Letters 22nd Aug., 1885; 7th and 21st Jan., 23rd (2) Feb., 8th March, 16th April, 3rd May, 1st, 7th, 9th, 21st and 28th June, 1886.
Officers' Quarters .....	.....	Telegram, 16th Jan., '86; letter, 11th do	3,000 00	.....	Telegrams 16th July, 10th and 21st Dec., 1885; 15th and 29th (2) Jan., 2nd and 27th Feb., 15th and 30th March, 8th, 20th and 22nd April, 1886.
Fencing .....	.....	Letter 15,850, 22nd Feb., '86; memo., 20th Mch., 1886.	.....	.....	.....
Improved Water Service.....	.....	.....	7,500 00	8,438 81 42 00	Letters 4th Aug., 1st and 26th Oct., 5th Nov., 1885; 8th Jan., 10th March, 17th April, 22nd (2) May, 1886. Telegrams 6th and 13th Aug., 19th (3) Sept., 29th Oct., 22nd and 23rd Dec., 1885.
Immigration Shed .....	Victoria District...	.....	.....	.....	.....
3. Quarantine Station.....	do	Telegram, 17th Dec., '85; memo., 18th do	4,504 00	2,614 05	Letters 8th Dec., 1885; 9th Jan., 1885.
4. Repairs, furniture, lighting, &c., Dominion Public Buildings.	.....	Telegram, 16th Nov., '85; memo., 15th Mch., '86.	800 00	2,491 35	Letters, 7th and 15th Sept., 1885; 21st April, 1886. Telegrams 13th Nov., 1885; 4th Feb. and 4th May, 1886.
5. Heating Dominion Public Buildings.	.....	Memo., 1st Oct., 1885. ....	670 00	266 87	.....
<i>Harbours and Rivers.</i>					
6. Removal Dredger Rock, Victoria Harbour.	Victoria District...	Telegram, 28th Oct., '85. Lett'r 34,175, 31st Oct., 1886.	14,973 00	.....	Letters 9th Oct. and 28th Dec., 1885; 8th and 12th June, 1886. Telegrams 3rd Sept. and 9th Nov., 1885.
7. Cowichan River .....	Vancouver District	Let. 14,164, 31st July, '85	600 00	599 98	Letter 10th Aug., 1885.

8. Nicomekle River .....	New West. District .....	Let. 14,379, 17th Aug., '85 .....	1,000 00 .....	.....	Letter 9th Oct., 1885.
9. Dredging Victoria Harbour and Fraser River.	Victoria and New West. Districts.	.....	.....	.....	Letters 3rd and 16th Sept., 9th and 29th Oct., and 11th Dec., 1885; 22nd Feb., 2nd and 5th June, 1886.
Dredging Snag Boat .....	.....	Let. 14,379, 17th Aug., '85 .....	15,000 00 .....	14,970 10 .....	Telegrams 17th July, 19th Aug., 30th Sept. and 21st Dec., 1885; 4th and 26th Feb., and 21st May, 1886.
Dredge Vessels, repairs .....	.....	.....	.....	2,476 54 .....	Letters 24th Dec., 1885, and 9th Feb., 1886.
10. Surveys and Inspections— a. Fraser River, mouth and sand heads.	New West. District .....	Let. 13,882, 23rd May, '85 .....	700 00 .....	.....	Letters 17th, 24th, 27th and 28th (2) July, 29th Oct., 27th Nov. and 21st Dec., 1885; 8th Jan., 1st and 13th Feb., 22nd March, 9th April, 12th May and 8th and 21st June, 1886. Telegrams 2nd, 7th, 13th, 17th and 27th July, and 4th and 7th Sept., 1885.
b. Nanaimo Harbour .....	Vancouver District .....	Let. 14,378, 17th Aug., '85 .....	.....	2,285 34 .....	Letters 13th July, 4th, 5th and 12th Aug., 10th (2) and 14th Sept., 16th and 17th (2) Oct., 10th Nov. and 11th Dec., 1885; 12th Jan., 15th (2) Feb., 12th, 15th and 24th March, 3rd, 9th and 13th April, 6th and 10th May, and 1st, 12th (2) and 23rd June, 1886. Telegrams 11th July, 4th and 10th Aug., 5th and 10th Sept., 16th Oct., 10th Nov. and 11th Dec., 1885; 10th Jan., 13th (2), 16th, 17th, 18th and 26th Feb., 12th and 15th (2) March, 9th, 19th and 29th April, 10th, 19th and 27th May, and 11th June, 1886.
11. Telegraph maintenance .....	.....	.....	.....	35,435 42 .....	
12. Esquimalt Graving Dock .....	Victoria District .....	.....	.....	5,552 45 .....	

JOSEPH W. TRUTCH,

*Dominion Government Agent.*

## DEPARTMENT OF PUBLIC WORKS IN BRITISH COLUMBIA.

188. TABULAR STATEMENT of work performed by the "Dredge" in Victoria Harbour and on the Fraser River, from the 1st July, 1885, to the 30th June, 1886.

Month.	Material Dredged.	No. of Punts.	Quantities of Dredged Material in cubic yards. Scow Measurement.	Cost. \$ cts.	Cost per cubic yard.	Working Days.	Dredging Days.	Repairing Days.	Stormy Days.	Pre-vailing Winds.	Remarks.
1885.											
July .....	Mud & clay	216	7,560	.....	.....	26	19	6	1	S.W.	
August .....	do	270	8,100	.....	.....	26	26	.....	.....	S.W.	
September .....	do	230	7,744	.....	.....	26	22	2	2	S.W.	
October .....	do	262	8,768	.....	.....	27	25	1	1	S.W.	
November .....	do	202	6,400	.....	.....	24	19	1	4	S.E. & N.	
December .....	do	202	6,370	.....	.....	26	20	4	2	Variable	
1886.											
January .....	do	148	4,736	.....	.....	25	16	1	8	do	Very cold and stormy.
February .....	do	180	5,760	.....	.....	24	18	2	4	do	
March .....	do	62	2,170	.....	.....	7	6	1	1	do	On 9th ordered to Fraser River.
	Sand .....	42	1,470	.....	.....	20	6	16	7	do	† Four of these days were taken up preparing to move. * The dredge was detained 3 days by stormy weather while going to the Fraser.
April .....	do	241	7,230	.....	.....	26	23	1	12	do	† Low tides stopped dredging operations.
May .....	do	162	5,670	.....	.....	25	15	9	1	N.W.	Steamer "Georgia" sprung a leak and had to be beached and repaired.
June .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Dredging operations were suspended 31st May, appropriation having been expended.
Totals .....	.....	2,217	71,970	10,586 64	0-1472	282	215	34	33	.....	

Cost including \$2,476.54 for repairs = \$13,063.18 = 0-1815 cents per cubic yard.

VICTORIA, B.C., 24th July, 1886.

F. C. GAMBLE,  
Engineer-in-Charge.



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APPENDIX No. 14.

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S T A T E M E N T

SHOWING THE

GOVERNMENT PIERS AND WHARVES

IN THE PROVINCES OF

ONTARIO AND QUEBEC.

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## APPENDIX No. 14.

GOVERNMENT PIERS AND WHARVES.  
PROVINCE OF QUEBEC.

Ref. No. 63,225.

Names of Places.	Counties.	Total Length.	Width.	Height at end.	Block.		Depth of Water at end.		Date of Commencement of Work.	Remarks.
					Length.	Width.	E. L. W.	E. H. W.		
Etang du Nord, Magdalen Islands.....	Gaspé.....	Feet. 450	Feet. 28	Feet. 22	Feet. ....	Feet. ....	Feet. 12	Feet. 15	1881	
Ile aux Goélands, Magdalen Islands.....	do .....	.....	.....	.....	313	28	12	.....	.....	Commenced in 1884.
New Carlisle.....	Bonaventure.....	500	25	.....	50	25	.....	.....	1881	Work completed. Municipality granted \$2,500 towards its construction.
Newport.....	do .....	.....	.....	.....	.....	.....	.....	.....	.....	Pier completed. Municipality supplemented the Parliamentary grant with \$2,500 towards the work.
Carleton .....	do .....	225	20	17	30	20	4½	12½	1881	In 1883, 100 feet of pilework were built on the east side of the channel.
Matane .....	Rimouski.....	580	30	20	.....	.....	1½	15½	1878	This work was completed in 1883.
Rivière Blanche.....	do .....	655	20	20	150	30	2	16	1876	This pier is kept in good repair by the Inter-colonial Railway.
Rimouski.....	do .....	2,500	20	26	150	30	8	28	1853	The extension to the block will soon be completed.
Béc.....	do .....	1,040	20	.....	80	30	.....	.....	1884	Completed in 1884.
Trois-Pistoles.....	Fémiscouata.....	980	30	42	.....	.....	.....	.....	1881	Built in 1875-76-77 by Provincial Government and Municipality. Since 1879, the works have been continued and completed by the Dominion Government.
Rivière du Loup.....	do .....	1,641	30	.....	384	50	14	34	1853	
Anse du Portage.....	Chicoutimi.....	108	18	28	Slip 104	24	4	21	1882	
Anse St. Jean.....	do .....	366	26	29	50	40	7½	24½	1875	
St Alphonse de Ba-	do .....	445	24	49	77	55	29	47	1860	Built by Municipality in 1860; burnt in 1870; rebuilt by Government in 1875. This pier has lately been extended.
gotville.....	do .....	.....	.....	.....	.....	.....	.....	.....	.....	Built in 1873 by the St. Lawrence Steam Co.
Chicoutimi.....	do .....	282	70	28	127	30	7	19	1873	In 1874 the Government took possession of it, and has kept it in repairs since 1880.

	1,219	28	42	237½	51	14	32	1852	Lighthouse at end of pier.
Rivière Onelle.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ste. Anne de la Po- catière.....	.....	30	.....	.....	.....	.....	.....	.....	Built in 1884.
Sault au Cochon.....	100	35	42½	.....	.....	18	37	1884	Work finished in 1881.
Malbaie, cap à l'Aigle do.....	153	.....	.....	.....	.....	.....	.....	1890	Completed in 1850.
Malbaie, Pointe au Pic.....	500	30	46	108	70	24	44	1850	Pier completed in 1852.
Eboulements.....	900	30½	36	80	45	15	34	1852	Lighthouse on block.
do.....	730	30	36	.....	.....	12	29	1881	Built with the Parliamentary grant by the inhabitants.
Bate St. Paul, Cap aux Corbeaux.....	200	30	.....	.....	.....	12	31	1874	A block 30 x 30 was built by the inhabitants;
Bate St. Paul Block.....	263	32	42	.....	.....	16½	33½	1881	the remainder was built by the Government.
Ile aux Coudres.....	463	20	24	.....	.....	6	24	1875	Completed in 1855. The superstructure was rebuilt in 1877-78.
St. Jean, Port Joli.....	.....	31	34	48	51	7½	25½	1852	Work completed in October, 1884.
L'Islet.....	1,104	25	32	75	26	6	24	1882	Completed in, 1866. An addition was built in 1882.
Ile aux Grues.....	642	25	36	.....	.....	.....	31	.....	Completed in 1848.
Grasse Ile, East Wh'f do.....	345	25	36	.....	.....	.....	.....	.....	Commenced in 1879 and completed in 1882.
do West do St. Thomas.....	345	48	.....	.....	.....	.....	.....	.....	The extension of 100 feet to the Block is com- pleted.
Berthier (en bas). ..	100	25	19	159	27	12	30	1852	Built by Municipality by means of Municipal Loan Fund.
do.....	566	32	34	.....	.....	.....	.....	.....	Completed June, 1885.
Bellechasse.....	1,091	30	27	50	37	6	22	.....	There are 6½ feet at half neap and 8½ feet at half spring tides. Is was completed in 1882.
St. François, I. d'Orl. Ste. Famille.....	400	30	18	90	30	.....	20	1882	The pier was built by the Municipality, and is owned by a company. The Government hav- ing built a lighthouse on it, the Department has kept the pier in repairs ever since.
do.....	460	30 & 25	24	.....	.....	7	23	.....	There is a lighthouse at the end of this pier.
St. Jean, I. d'Orleans do.....	651	30	.....	50	44	.....	.....	.....	.....
St. Laurent do Quebec, Queen's Wh'f Quebec Marine Hos- pital.....	583	20	.....	104	32	7	23	.....	.....
do.....	175	66	.....	.....	.....	.....	.....	.....	.....
do.....	E. W. 515	24	9	.....	.....	.....	.....	.....	.....
Portneuf.....	W. W. 655 70	30 20	22 16	.....	.....	.....	12	1881	Dry at low water. There are, at high water (neaps), 7 feet : and high water (spring) 12 feet of water.
Nicolet.....	3,080	10	.....	.....	.....	.....	.....	.....	.....
Yamachiche.....	1,460	12	10	98	43	5	.....	.....	Commenced in 1882 and completed in 1883.
Chenal du McIne.....	30	20	16	.....	.....	.....	.....	1880	There are four ice pier at south side of Chenal du Moine. They were built by contract in 1883.
Berthier.....	.....	.....	.....	186	66	10	.....	.....	A wharf.
do.....	183	20	17	54	33	10	.....	.....	.....
Lavallée.....	.....	.....	23½	70	30	9½	17	1883	.....
Laforaie.....	.....	.....	.....	.....	.....	.....	.....	.....	.....



GOVERNMENT PIERS AND WHARVES.—Continued.  
PROVINCE OF QUEBEC.—Concluded.

Names of Places.	Counties.	Total Length.	Width.	Height at end.	Block.		Depth of Water at end.		Date of Commencement of Work.	Remarks.
					Length.	Width.	E. L. W.	E. H. W.		
		Feet.	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.		
Agnes, Lake Megantic	Compton.....	435	30	13	80	20	6	11	1882	
Proflis do ..	do .....	165	12	13	20	20	6	11	1882	
Lourdes do ..	do .....	190	18	14	30	20	6	11	1883	
L'Assomption.....	L'Assomption....	101	69	.....	.....	.....	.....	.....	.....	
St. Sulpice .....	do .....	195	20	18	54	33	10	.....	.....	
St. Timothée.....	Beauharnois.....	.....	.....	.....	100	24	7½	10½	.....	
St. Anne de Bellevue	Jacques Cartier...	120	24	18	.....	.....	9	13	1885	
Lacolle.....	Missisquoi.....	100	100	16	.....	.....	8	14	1834	Built in 1834 by contract.
Gadara.....	Soulanges.....	.....	.....	.....	115	34	7½	11½	1881	This landing pier was built in 1881.
St. Dominique.....	do .....	64	24	.....	73	24	15	17	1880	do do 1880.
Océan Landing.....	do .....	896	12	12	200	24	8	12	.....	The superstructure was renewed in 1885.
St. Zotique.....	do .....	1,126	12	14	100	24	9	13	1882	This pier will be completed in 1885.
St. Amand.....	Huntingdon .....	34 & 18	.....	.....	.....	.....	.....	.....	1862	On the south shore of Lake St. Francis.

## GOVERNMENT PIERS AND WHARVES—Continued.

## PROVINCE OF ONTARIO.

Names of Harbours.	Counties.	Lakes.	Length.		Revetment or Breakwater.	Total Wharfage.	Width.	Depth of Water at Entrance.		Expenditure by Government, Municipal Authority or Harbour Commissioners.	Remarks.
			North or East Pier.	South or West Pier.				E. L. W.	H. W.		
			Feet.	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.		
L'Original.....	Prescott. ....	River Ottawa..	.....	.....	.....	1,354	.....	7	21	Local Municipality	Built in 1858. Portion above water reconstructed in 1883-84. These works were commenced in 1829.
Cobourg.....	West North- umberland.	Lake Ontario..	1,590	1,650	1,050	4,290	.....	18 E P. 22 W. P.	22 } 26 }	Company, Town Council and Gov- ernment.	
Port Hope.....	East Durham.	do	1,471	1,641	6,662	9,774	20-30	12	16	Company, Commis- sioners and Gov- ernment.	The works were commenced in 1832.
[Newcastle..... Port Darlington.]	West Durham..	do	880	600	730	2,210	15-30	12	16	.....	
	do	do	1,180	1,620	.....	2,800	20-30	12	16	Company, Commis- sioners and Gov- ernment.	
Oshawa.....	South Ontario.	do	.....	.....	.....	815	20-30	11	15	Company, and Gov- ernment.	The works were commenced in 1843.
Whitby.....	do	do	390	645	1,760	2,795	20-30	11	15	Harbour Commis- sioners and Gov- ernment.	
Pickering.....	do	do	685	835	1,460	1,460	15-30	12	16	Towaship, Harbour Commissioners and Government.	
Toronto (Queen's Wharf).	York.....	do	.....	.....	.....	1,091	30	12	16	Government and Harbour Commis- sioners.	This wharf was commenced in 1833.
Toronto Harbour Improvements.	do	do	.....	.....	11,380	.....	11	.....	.....	Government.....	
Oskville.....	Halton.....	do	640	500	422	1,562	15-60	7	11	William Chisholm and Government.	The works were commenced in 1829. do
Burlington Piers.	Wentworth....	do	2,307	2,710	.....	5,017	20-40	14	18	Government.....	These piers form the entrance of the Broad Creek of the Wel-
Port Maitland ..	Monck.....	Lake Erie.....	1,500	1,500	.....	3,000	.....	10	13	.....	land Canal.
Port Dover.....	South Norfolk.	do	1,020	1,020	.....	2,040	.....	10	13	Government and Harbour Commis- sioners.	These works were commenced in 1833-34.

## GOVERNMENT PIERS AND WHARVES.—Continued.

## PROVINCE OF ONTARIO—Concluded.

Names of Harbours.	Counties.	Lakes.	Length.		Revetment or Pilework.	Breakwater.	Total Wharfrage.		Depth of Water at Entrance.		Expenditure by Government, Local Companies, Municipal Authority or Harbour Commissioners.	Remarks.
			North Pier.	South or West Pier.			Feet.	Feet.	E. L. W.	W. H. W.		
Port Barwell....	East Elgin....	Lake Erie.....	570	850	1,100	....	2,520	15-30	9	12	Harbour Company and Government.	The works were commenced in 1837.
Port Bruce.....	do .....	do .....	700	750	.....	....	1,450	.....	.....	.....	do .....	These works were commenced in 1827.
Port Stanley.....	do .....	do .....	1,150	1,870	720	.....	3,740	.....	11½	14½	Government Commis- sioners, Govern- ment; also by the London and Port Stanley Railway Company.	
Morpeth. ....	do .....	do .....	400	500	.....	.....	900	.....	10	13	E. Hill, East Pier, and Government West Pier.	These works were commenced in 1844.
Rondeau.....	Kent....	do .....	780	1,080	2,000	.....	3,860	30-40	18	21	Government... ..	
Kingsville. ....	South Essex...	do .....	880	440	750	.....	2,070	20-50	12	15	Municipal Authority and Government.	The piers were repaired in 1894-85
Bayfield... ..	South Huron...	Lake Huron...	820	875	.....	....	1,695	20-30	11	14½	Government and Township of Han- ley.	
Goderich.....	West Huron...	do .....	1,320	1,520	720	.....	3,560	30	14	17½	Government... ..	A harbour of refuge.
Port Albert.....	do .....	do .....	290	120	.....	....	410	20	5	8½	Government and Municipality.	
Kincardine. ....	West Bruce...	do .....	905	880	1,905	.....	3,690	30	12	15½	Government and Municipality.	Built in 1856 and 1857.
Inverhuron.....	do .....	do .....	.....	.....	.....	.....	450	15-30	16	19½	Government... ..	
Port Elgin.....	do .....	do .....	380	.....	.....	1550	1,330	20	12	15½	Government and Lo cal Company.	
Southampton & Chantry Island	do .....	do .....	820	.....	.....	4657	5,507	20-30	14	17½	The Municipality, aided by a Govern- ment grant, built the pier. The breakwater, &c., were built by the Government.	A harbour of refuge. The Gov- ernment has the control of the harbour. Southampton piers were commenced in 1858, and those of Chantry Island in 1856.



Wiarion .....	North Grey ....	Georgian Bay.	1,235	20	14	17½	Government.. .....	Built in 1883.
Big Bay .....	do ....	do ..	452	14-25	11½	15	Local Authority and Government.	Built in 1877 and 1881.
Owen Sound .....	do ....	do ..	2,470	20	14	17½	Town Council and Government.	This work was built in 1881-82.
Meaford .....	East Grey .....	do ..	775	20-30	14	17½	Municipal Council and Government.	The works were commenced in 1856.
Thornbury .....	do .....	do ..	420	15-30	12	15½	Municipality, and Government.	
Collingwood .....	North Simcoe.	do ..	3,190	20-24	11	14½	Government and Northern Railway Company.	The breakwater, 790 feet in length, was built in 1874-75. An extension to the east pier, 600 feet in length, is under construction.
Port Arthur .....	Algoma .....	Lake Superior.	640	20-30	.....	14	Government.. .....	Pier built in 1870. The breakwater, 2,000 feet in length, is under contract.



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APPENDIX No. 15.

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TABULAR STATEMENTS

SHOWING THE DATES OF THE

OPENING AND CLOSING OF NAVIGATION

AT THE

PRINCIPAL PORTS OF CANADA,

ON THE SEABOARD AND ON THE GULF, RIVER, AND  
LAKES OF THE ST. LAWRENCE;

ALSO,

PORTS WHICH ARE ALWAYS OPEN.

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## APPENDIX No. 15.

## No. 1.—STATEMENT of the Closing of Navigation in the Fall of 1885, and of the Opening in the Spring of 1886.

Name of Port.	Location.	Closed in 1885.	Opened in 1886.	Remarks.
Charlottetown, P.E.I.....	Gulf St. Lawrence.....	Jan.	9, '86 April 20...	On the 6th Jan., 1886, a schooner sailed up the Straits of Northumberland from the outport of Georgetown to the outport of Orapaud. On the 8th the ferry steamer "South Port" crossed to Rocky Point. On the 9th the harbour closed. In the spring the opening of navigation commenced on 6th April. SS. "Princess of Wales" left port for Picton, N.S., on the 12th, but had to put back on account of ice in the straits. She made another attempt on the 13th, but only succeeded on the 20th, making return trip on same day. Thus navigation opened and closed during the same year, 1886, a circumstance of unusual occurrence at this port.
Georgetown	do	Feb. 23, '86 March 30...		On 27th January a steamer attempting to enter the harbour was stopped by drift ice extending from Panmure Island to Burnt Point; but the same night the drift ice moved off. On 2nd February harbour opened to about 4 mile of St. Andrew's Point, and remained partly opened until 23rd, when cold weather set in and harbour closed.
Picton,	do	Dec.	31... April 3...	Ferry steamer "Mayflower" continued running until 5th Feb, 1886, and resumed her trips on 16th Feb., being laid up only nine days, the shortest stoppage by ice on record.
Sydney	do	Jan. 14, '86	do 19...	These are the dates of last departure and first arrival. Vessels could have landed three weeks later in the fall.
Shediac,	do	Dec. 7...	do 27...	
Bathurst	Baie des Chaleurs	do 1...	do 27...	The dates refer to the opening and closing of the Saguenay River. There is open water in the port all the year round.
Campbellton	do	do 10...	May 26...	
Percé,	Gulf St. Lawrence.....	Nov. 18...	April 12...	The first coasting steamer arrived on 12th April; the first Richelieu Co. boat from Montreal on 27th April; the first ocean SS. from sea arrived on 29th April, and the first sailing vessel from sea on 10th May.
Gaspé Basin	do	Dec. 26...	do 30...	The dates refer to the opening and closing of the Saguenay River. There is open water in the port all the year round.
Rimouski	River St. Lawrence.	Nov. 9...	May 1...	
Tadoussac	do	do 18...	April 30...	The first coasting steamer arrived on 12th April; the first Richelieu Co. boat from Montreal on 27th April; the first ocean SS. from sea arrived on 29th April, and the first sailing vessel from sea on 10th May.
Quebec	do	do 21...	do 29...	
Sorel	River Richelieu.....	Dec. 4...	do 21...	
St. John's	do	Nov. 30...	do 15...	
Montreal	River St. Lawrence.	Dec. 7...	do 24...	
Kingston,	Lake Ontario	Jan. 8, '86	do 9...	
Belleville	do	Dec. 5...	do 19...	

Port Hope	do .....	do .....	.....	do	18...	do	2...
Toronto	do .....	do .....	.....	Jan.	8, '86	March	20...
Port Stanley	do .....	Lake Erie .....	.....	Dec.	22...	do	21...
Port Dover	do .....	do .....	.....	do	1...	April	8...
Windsor	do .....	Detroit River.....	.....	do	9...	do	28...
Sarnia	do .....	Lake Huron .....	.....	Jan.	8, '86	March	22...
Goderich	do .....	do .....	.....	Dec.	14...	April	19...
Kincaidne	do .....	do .....	.....	Nov.	30...	do	3...
Owen Sound	do .....	Georgian Bay.....	.....	Dec.	10...	do	15...
Collingwood	do .....	do .....	.....	Nov.	24...	do	24...
Sault Ste. Marie	do .....	Lake Superior .....	.....	do	20...	do	26...
Port Arthur	do .....	do .....	.....	Dec.	27...	do	29...
Winnipeg,	Man.....	Red River.....	.....	Nov.	2...	do	14...

Last vessel to arrive last year was on the 14th Dec., 1885. A stone hooker came in on the 1st Jan., 1886, and the bay was not closed by ice until 8th January.

Ice formed on lake 13th Jan., 1886. On 4th April, 1886, steamer "D. Foster " passed up. No ice in sight.

These are the last and first dates of clearing and entering of vessels. Harbour was clear and navigation open at this port both after and before these dates. The dates given are those of the last departure for and first arrival from ports at a distance. Virtually this harbour is never closed, as the ferry boats run constantly between this place and Detroit.

Harbour and lake was open on 28th March. First boat left on 3rd April.

Bay not frozen over until 15th January, 1886.

J. A. PHILLIPS.

OTTAWA, 2nd August, 1886.

[1886]





APPENDIX No. 16.

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## COMPARATIVE STATEMENT

OF THE

NUMBER OF VESSELS,

THEIR

AGGREGATE TONNAGE,

AND THE

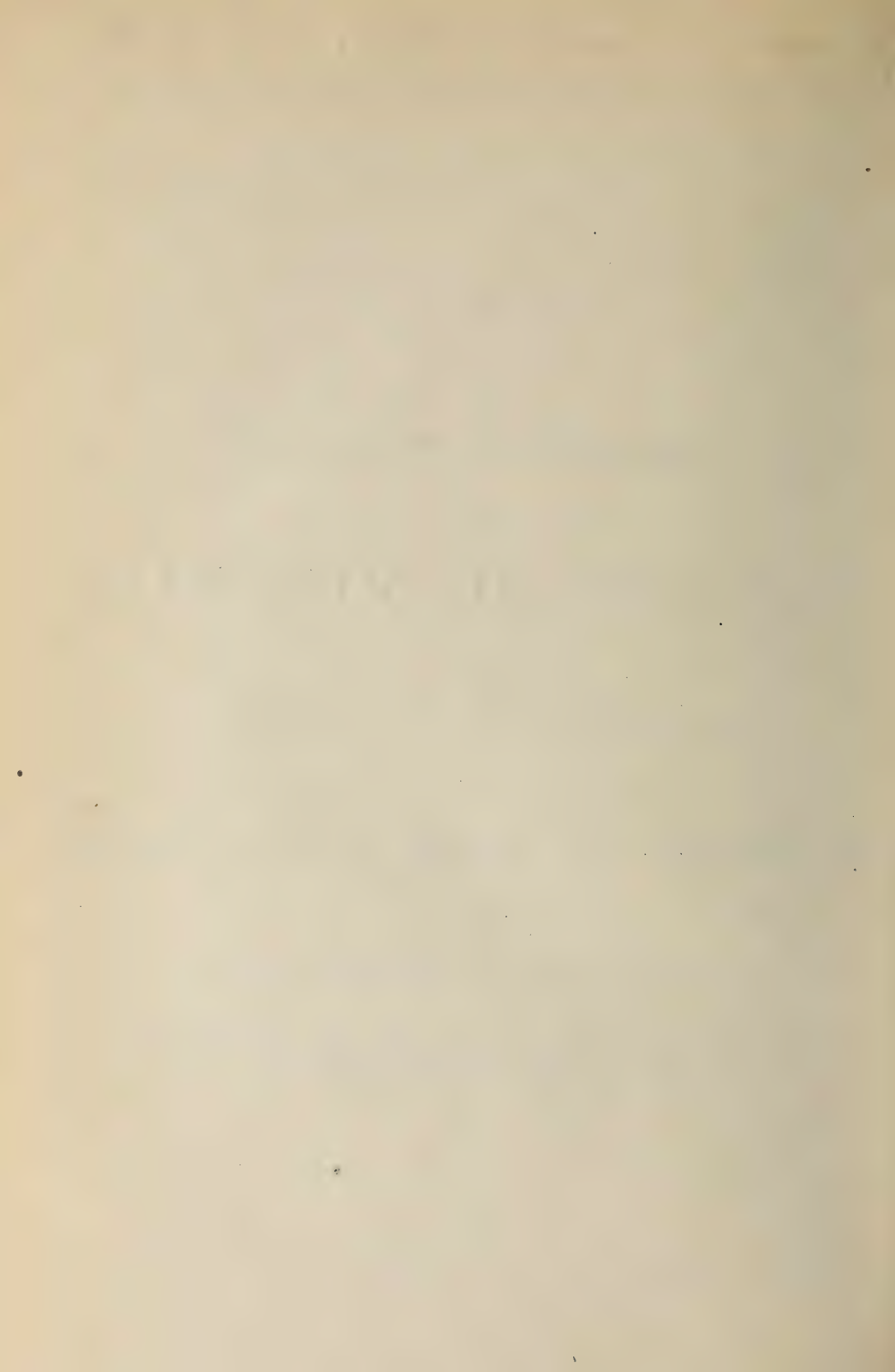
NUMBER OF MEN EMPLOYED

WHICH HAVE

ARRIVED FROM SEA,

AT THE PORTS OF HALIFAX, N.S., ST. JOHN, N.B., CHARLOTTETOWN,  
P.E.I., QUEBEC AND MONTREAL, PROVINCE OF QUEBEC,  
AND VICTORIA, B.C., FROM 1868 TO 1885.

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## APPENDIX No. 16.

STATEMENT of the Number of Vessels and their Aggregate Tonnage, and Number of Men employed, which have arrived *from Sea*, to 30th June each year since Confederation, at the Ports of Halifax, N.S.; St. John, N.B.; Charlottetown, P.E.I. Quebec, Montreal, P.Q., and Victoria, B.C.

Port.	Yaar	No. of Vessels.	No. of Tons.	No. of Men.	Remarks.
Halifax,	N.S.	1868	1,089	274,089	Nova Scotia entered Confederation on 1st July, 1867.
		1869	1,292	288,682	
		1870	1,251	311,357	
		1871	1,266	302,338	
		1872	1,387	363,847	
		1873	1,384	372,985	
		1874	1,074	316,955	
		1875	1,215	354,274	
		1876	1,067	374,705	
		1877	1,076	494,638	
		1878	917	473,423	
		1879	959	391,448	
		1880	1,070	529,663	
		1881	7,157	601,398	
		1882	1,168	575,529	
		1883	1,079	540,583	
		1884	1,093	565,862	
		1885	944	601,112	
		28,900	7,732,698	347,095	
St. John,	N.B.	1868	993	374,429	New Brunswick entered Confederation on 1st July, 1867,
		1869	1,423	502,083	
		1870	1,613	471,297	
		1871	1,575	442,837	
		1872	1,562	420,860	
		1873	1,470	406,442	
		1874	1,320	480,473	
		1875	1,131	377,614	
		1876	994	376,939	
		1877	1,115	421,060	
		1878	1,206	396,330	
		1879	1,055	376,919	
		1880	1,424	462,880	
		1881	1,444	444,546	
		1882	1,536	493,783	
		1883	1,632	468,743	
		1884	1,904	484,471	
		1885	1,740	401,547	
		25,237	7,811,523	222,795	
Charlottetown, P.E.I.		1874	173	51,478	Prince Edward Island entered Confederation on the 1st July, 1873.
		1875	196	57,609	
		1876	184	68,521	
		1877	350	79,893	
		1878	288	65,716	
		1879	429	79,330	
		1880	255	64,281	
		1881	288	64,322	
		1882	196	50,038	
		1883	125	41,282	
		1884	184	50,544	
		1885	210	53,024	
		2,877	726,048	30,550	



**STATEMENT of the Number of Vessels and their Aggregate Tonnage, and Number of Men employed, which have arrived from Sea, to 30th June, &c.**

Port.	Year.	No. of Vessels.	No. of Tons.	No. of Men.	Remarks.
Quebec,	Que.	1868	910	628,866	Quebec entered Confederation on 1st July, 1867.
		1869	952	640,087	
		1870	1,091	756,078	
		1871	844	623,474	
		1872	1,002	783,316	
		1873	917	734,937	
		1874	971	789,433	
		1875	854	639,235	
		1876	949	744,252	
		1877	983	855,101	
		1878	910	802,930	
		1879	642	602,490	
		1880	657	665,688	
		1881	783	802,186	
		1882	642	676,327	
		1883	682	737,059	
		1884	693	767,395	
		1885	541	620,352	
		14,033	12,884,756	353,870	
Montreal,	do	1868	253	160,553	
		1869	261	168,824	
		1870	340	228,121	
		1871	346	247,313	
		1872	435	311,567	
		1873	422	307,453	
		1874	384	306,782	
		1875	354	297,363	
		1876	337	285,609	
		1877	303	279,197	
		1878	325	309,261	
		1879	300	349,712	
		1880	374	427,057	
		1881	400	484,028	
		1882	347	373,412	
		1883	318	405,496	
		1884	360	493,799	
		1885	303	460,625	
		5,844	5,896,172	191,532	
Victoria,	B.C.	1872	292	131,696	British Columbia entered Confederation on the 20th July, 1871.
		1873	408	169,414	
		1874	401	156,197	
		1875	453	193,481	
		1876	524	302,199	
		1877	523	312,155	
		1878	488	358,924	
		1879	514	377,705	
		1880	471	356,649	
		1881	467	338,996	
		1882	488	398,034	
		1883	702	501,963	
		1884	823	511,203	
		1885	809	395,106	
		7,363	4,484,722	162,253	

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APPENDIX No. 17.

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STATEMENT

SHOWING THE

NUMBER AND TONNAGE OF VESSELS CONSTRUCTED

AT THE PRINCIPAL

SHIP BUILDING PORTS IN CANADA,

FROM 1868 TO 1885, (INCLUSIVE).

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STATEMENT showing the Number and Tonnage of Vessels constructed at the principal Ship Building Ports of Canada,  
from 1868 to 1885.

(Compiled from Trade and Navigation Returns.)

NOVA SCOTIA.										NEW BRUNSWICK.																	
Halifax.				Pictou.				Windsor.				Yarmouth.				St. John.				Chatham.				Dorchester.			
Steam.		Sailing.		Steam.		Sailing.		Steam.		Sailing.		Steam.		Sailing.		Steam.		Sailing.		Steam.		Sailing.		Steam.		Sailing.	
Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.
1868	...	...	...	6	1,734	...	...	3	2,510	...	...	4	1,638	...	...	42	12,407	...	...	15	4,690	...	...	2	1,122		
1869	...	...	...	3	861	...	...	15	5,047	...	...	2	712	...	...	65	22,890	...	...	16	4,536	...	...	2	1,371		
1870	1	4	16	3	2,224	...	...	17	6,566	1	35	20	9,248	...	...	64	26,620	...	...	12	4,341	...	...	3	1,701		
1871	1	11	32	12	4,344	...	...	16	6,641	...	...	21	11,672	...	...	80	27,311	...	...	72	4,338	...	...	3	1,881		
1872	...	...	...	15	3,706	...	...	15	5,899	...	...	18	11,998	...	...	69	29,493	...	...	...	...	...	...	7	4,036		
1873	...	...	...	11	4,832	...	...	15	7,408	...	...	17	13,903	...	...	68	32,494	...	...	...	...	...	...	5	2,655		
1874	1	9	45	10	4,780	...	...	23	11,417	...	...	27	21,066	...	...	64	35,862	...	...	22	1,885	...	...	6	2,852		
1875	...	...	...	28	9,163	...	...	24	16,777	...	...	24	19,864	...	...	61	38,820	...	...	...	...	...	...	7	5,180		
1876	1	21	35	6,607	1	25	14	6,793	...	...	...	27	18,605	...	...	100	38	24,296	...	...	2	35	...	6	4,568		
1877	2	8	28	3,449	3	18	10	4,612	...	...	...	35	10,750	...	...	201	41	22,731	...	...	13	3,175	...	6	3,759		
1878	2	10	39	5,936	...	...	...	12	9,421	1	6	15	8,497	...	...	68	26	20,463	...	...	...	...	...	4	1,906		
1879	...	...	...	3	1,564	...	...	13	12,857	...	...	24	19,001	...	...	3	243	34	20,706	...	...	...	...	3	2,692		
1880	2	23	16	2,164	1	2	5	910	...	...	...	12	7,482	...	...	2	256	30	12,470	...	...	...	...	1	1,156		
1881	3	63	18	1,421	...	...	...	12	9,906	...	...	11	10,856	...	...	2	298	45	14,861	...	...	...	...	1	1,240		
1882	3	44	15	3,862	...	...	...	16	9,520	...	...	12	4,562	...	...	1	32	37	11,835	...	...	...	...	3	1,791		
1883	...	...	...	4	2,988	...	...	14	8,148	...	...	40	28	10,033	...	...	2	51	15,606	...	...	...	...	4	994		
1884	...	...	...	34	4,175	...	...	1	1,237	1	54	9	5,985	...	...	2	21	5	16,606	...	...	...	...	2	302		
1885	2	1164	19	2,275	...	...	...	12	7,027	3	51	22	4,252	...	...	45	52	18,944	...	...	...	...	...	2	149		
				4	3,413	...	...	2	6,591	2	28	17	5,625	...	...	3	124	25	11,120	...	...	...	...	1	302		
Total.	18	1356	466	104,750	6	56	120	55,977	5	322	261	153,318	12	181	334	189,761	43	3,979	885	393,919	18	566	141	33,200	...	64	40,365



APPENDIX No. 18.

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NUMBER OF SEA-GOING AND COASTING VESSELS WRECKED  
ON THE  
SEA COAST,  
AND IN THE  
GULF, RIVER & LAKES of the ST. LAWRENCE,  
IN THE  
DOMINION OF CANADA,  
FROM 1868 TO 1885 (INCLUSIVE).

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COMPILED FROM REPORTS OF DEPARTMENT OF MARINE AND  
FISHERIES.

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## APPENDIX No. 18.

## PART 1st.—SEA-GOING AND COASTING VESSELS.

(a) STATEMENT of Wrecks and Casualties which have occurred in Canadian Waters to Foreign and Canadian Sea-going Vessels, from 1868 to 1885.

(Compiled from the Yearly Reports of the Minister of Marine and Fisheries.)

Year.	Place where Wreck or Casualty occurred, and No. of Vessels wrecked or damaged at each place.										Description of Vessels wrecked or damaged, or No. of each description.						Nature of Casualty and No. of Vessels.				
	Newfoundland	Anti costal Is-lands.	Margalen Is-lands.	Prince Edward Island.	New Brunswick.	Nova Scotia.	Gulf St. Lawrence.	St. Lawrence River Quebec to Gulf.	Quebec to Mon-treal.	Steamers.	Ships.	Barques.	Brigs.	Brigantines.	Schooners.	Stranded.	Sunk or Found-ered.	Burnt.	Collision.	Abandoned.	Other causes.
June 1, 1868, to Dec. 31, 1868.	4	4	2	1	9	(1) 25	7	36	1	3	9	33	13	7	21	83	6	.....	.....	.....	.....
Jan. 1 to Dec. 31, 1869.	4	5	2	1	9	51	4	30	8	8	15	23	8	13	47	83	6	.....	15	1	9
1870.	4	1	1	1	11	55	11	37	2	5	20	25	7	23	46	95	11	1	13	1	5
1871.	2	8	4	1	19	40	16	31	1	6	13	43	4	10	46	90	11	1	8	2	10
1872.	5	3	37	8	28	116	11	26	3	18	15	39	12	21	132	192	10	3	11	1	20
1873.	5	7	6	3	23	71	6	62	2	30	21	40	4	18	72	114	5	5	28	1	33
1874.	8	6	8	7	33	87	14	30	3	19	15	35	4	27	96	146	5	5	26	1	13
1875.	11	4	9	21	33	109	16	38	10	24	14	49	6	33	125	152	9	3	47	3	37
1876.	8	7	7	9	29	104	14	53	12	28	13	49	2	25	122	145	8	8	57	.....	21
1877.	8	8	4	7	33	76	14	31	10	20	13	43	3	18	98	123	5	5	30	.....	17
1878.	11	2	5	17	25	118	10	32	13	23	13	28	3	16	143	169	4	5	34	1	20
1879.	7	11	3	11	16	68	24	29	17	27	13	49	8	16	93	113	7	5	39	5	37
1880.	4	1	5	8	22	58	12	13	5	23	3	30	.....	11	61	76	4	6	54	.....	18
1881.	9	2	2	8	33	92	13	19	10	29	5	28	3	21	103	125	3	4	28	1	27
1882.	6	8	6	9	21	127	11	22	10	33	13	37	.....	25	112	138	10	8	18	3	43
1883.	6	5	4	9	23	89	15	9	2	20	2	30	3	16	94	112	8	10	14	4	17
1884.	6	2	2	1	21	48	3	3	3	16	1	11	2	3	51	55	5	4	4	.....	16
1885.	3	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Grand Totals.	107	82	105	121	388	1,354	191	506	112	332	182	592	82	309	1,442	1,963	105	77	396	24	313

NOTES (a) — For statement of Wrecks prior to 1867, see Appendix No. 53 to Public Works Report for 1867, pp. 426 to 428, prepared by G.F. Baillairge, D.M.P.W.  
 (c) — The Vessels shown as having been wrecked on the Nova Scotia coast are principally fishing and coasting schooners.

## PART 1st.—SEA-GOING AND COASTING VESSELS—Continued.

STATEMENT of Wrecks and Casualties which have occurred in Canadian Waters to Foreign and Canadian Sea-going Vessels from 1868 to 1885.

Year.	Approximate Loss.				Total No. of Wrecks and Casualties.	Remarks.
	When Total.		When Partial.			
	No. of Vessels.	Amount.	No. of Vessels.	Amount.		
June 1, 1868, to Dec. 31, 1869.	.....	\$	.....	\$	86	Nature of casualties not ascertained; amount of losses not recorded.
Jan 1 to Dec. 31, 1870.....	53	266,946	61	49,720	115	
1871.....	58	576,514	67	84,614	125	
1872.....	58	847,000	64	314,595	122	
1873.....	95	2,002,210	143	278,692	237	On 1st April, s.s. "Atlantic" was stranded at Marr's Head, N.S.; 515 lives lost; loss \$550,000.
1874.....	65	69,375	120	270,648	185	On 5th July, s.s. "City of Washington" was stranded at Gull Rock Bar, N.S.; no lives lost; loss \$450,000.
1875.....	75	1,040,794	121	307,154	196	On 6th Sept., s.s. "Medway" was stranded on Newfoundland coast; 7 lives lost; loss \$200,000.
1876.....	87	497,490	164	197,562	251	On 24th Aug., s.s. "Salwell", foundered off Scatterie, N.S.; 6 lives lost; loss \$150,000.
1877.....	61	527,950	178	232,073	239	On Nov., s.s. "Pictou"; never heard of; all on board lost; loss \$45,000.
1878.....	72	850,250	118	97,918	190	A portion of the partial loss could not be ascertained.
1879.....	73	675,600	160	169,803	233	On 22nd July, s.s. "Lake Megantic" stranded on Anticosti Island; no lives lost; \$200,000
1880.....	71	1,192,100	135	151,288	206	
1881.....	46	608,810	82	364,155	128	On 8th Oct., s.s. "Corean" stranded on Point St. Michel, River St. Lawrence; no lives lost; partial loss \$200,000.
1882.....	69	917,555	119	215,051	188	
1883.....	91	792,970	133	199,189	224	On 3rd Sept., barque "Brittania" wrecked on Sable Island, and 14 lives lost.
1884.....	87	1,310,960	77	222,791	164	On 3rd April, str. "Daniel Steinman" wrecked near Sambro Light, and 123 lives lost; loss \$239,000.
1885.....	35	404,355	48	105,675	83	
Grand Totals.	1,095	12,379,839	1,790	3,261,928	2,885	

[1886]

PART 2ND.—VESSELS NAVI

STATEMENT of Wrecks and Casualties to Vessels navigating

Year.	Place where Wreck or Casualty occurred, and No. of Vessels wrecked or damaged at each place.						Description of Vessels wrecked or damaged, and No. of each description.				Nature of Casualty and No. of Vessels.				
	Lakes.				Welland Canal.	Lake Ontario to Montreal.	Steamers.	Propellers.	Schooners, &c.	Barges.	Stranded.	Sunk or Foundered.	Burnt.	Collision.	Other Causes
	Ontario.	Erie.	Huron.	Superior.											
July 1, 1868, to Dec. 31, 1869...	2	6	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Jan. 1 to Dec. 31, 1870.....	26	21	11	.....	.....	5	5	7	48	3	.....	.....	.....	.....	.....
1871.....	16	6	16	.....	.....	3	6	5	30	.....	.....	.....	.....	.....	.....
1872.....	24	12	8	2	3	6	10	7	32	6	39	6	2	4	4
1873.....	9	2	3	2	.....	2	8	.....	8	2	8	2	4	.....	3
1874.....	10	9	4	.....	1	3	7	.....	19	1	15	5	4	.....	3
1875.....	9	5	5	1	.....	1	12	.....	9	.....	12	1	4	4	.....
1876.....	2	4	2	.....	.....	1	3	1	5	.....	6	1	1	1	.....
1877.....	4	12	3	1	.....	2	4	1	14	3	17	2	1	1	1
1878.....	8	7	10	.....	.....	1	16	.....	10	.....	11	5	7	1	2
1879.....	6	4	8	.....	1	4	10	.....	10	3	11	3	3	5	1
1880.....	22	9	9	1	.....	14	18	.....	27	10	28	9	6	4	8
1881.....	12	2	4	1	2	11	14	.....	14	4	10	8	5	4	5
1882.....	10	11	8	.....	.....	6	9	.....	23	3	13	6	6	5	.....
1883.....	6	.....	8	2	1	17	23	.....	12	9	22	9	6	3	4
1884.....	7	4	1	6	2	7	13	1	8	5	10	7	4	3	3
1885.....	5	1	1	4	.....	5	6	4	4	4	5	3	4	.....	3
Grand Totals.	178	125	101	20	10	88	164	23	273	53	213	67	57	35	37



## GATING ON INLAND WATERS.

on Inland Waters of Canada, from 1868 to 1885.

Approximate Loss.				Total Number of Wrecks or Casualties.	Remarks.
When Total		When Partial.			
No. of Vessels.	Amount.	No. of Vessels.	Amount.		
	\$		\$		
.....	.....	.....	.....	63	
.....	.....	.....	.....	41	
11	150,700	44	70,433	55	{ On 28th Sept. steamer "Rapid" capsized near Pt Pelée, Lake Erie; 7 lives lost; loss on vessel, \$8,000.
6	108,000	12	23,450	18	{ On 24th Nov. propeller "Mary Ward" foundered off Nottawasaga Lighthouse, Lake Huron; 8 lives lost; \$43,000.
6	109,300	21	52,175	27	{ On 5th Nov. steamer "Bavarian" was burnt off Whitby Lighthouse, Lake Ontario; 20 lives lost; \$50,000.
10	96,000	11	27,550	21	
4	40,000	5	11,000	9	{ On 17th May schooner "T. C. Street" capsized on Lake Erie; 6 lives lost; \$1,000.
9	92,000	13	12,400	22	{ On 26th Oct. schooner "Maggie Hunter" on Lake Ontario; 7 lives lost; \$10,000.
13	97,600	13	25,425	26	{ On 8th Oct. barge "American" drifted ashore at Point Pelée, Lake Erie; 6 lives lost; \$7,000.
5	20,900	18	27,445	23	{ On 16th June schooner "James Scott" capsized above Port Burwell Lighthouse, Lake Erie; 5 lives lost; \$10,000.
18	133,600	37	29,500	55	{ On 16th April schooner "Northman" foundered off Port Credit, Lake Ontario; 8 lives lost; \$18,000.
11	110,800	21	38,775	32	{ On 7th Nov. steamer "Zealand" foundered near Long Point, Lake Ontario; 17 lives lost; \$27,000.
22	226,450	13	32,968	35	{ On 24th Nov. steamer "Simcoe" foundered off Manitoulin Islands, Lake Huron; 12 lives lost; \$24,000.
17	219,200	27	105,389	44	{ On 24th May steamer "Victoria" upset on Thames River, 1½ miles from London; 182 lives lost.
13	82,672	14	36,645	27	{ On 19th July steamer "City of Winnipeg" burnt at Duluth; 4 lives lost; \$30,000.
9	275,220	6	4,000	15	{ On 14th Nov. schooner "E. P. Dorr" foundered off Long Point; 7 lives lost; \$9,000.
154	1,762,342	255	497,155	513	

[1886]

163



APPENDIX No. 19.

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REPORT

ON

GOVERNMENT TELEGRAPH LINES,

FOR FISCAL YEAR ENDED 30<sup>TH</sup> JUNE, 1886.

BY

F. N. GISBORNE, SUPERINTENDENT.

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## APPENDIX No. 19.

## REPORT ON GOVERNMENT TELEGRAPH LINES.

Ref. No. 70,286.

OTTAWA, 30th August, 1886.

SIR,—I have the honour to submit the following report upon the Telegraph Service for the twelve months ended 30th June, 1886, with tabular statements, explanatory thereof.

## NEWFOUNDLAND.

The line between Cape Ray and Port au Basque—14 miles—has been maintained and operated under an agreement made with the Anglo-American Telegraph Company, at a cost of \$250. Revenue, nil.

## MARITIME PROVINCES.

The land line between Chatham and Point Escuminac, N.B.—43 miles—has continued in uninterrupted working order during the year, proving that when a line is substantially constructed with firmly set cedar posts, No. 6 galvanized iron wire, of Canadian and Indian Governments' specification, porcelain insulators, and No. 9 tie wire, it can be maintained in good order, at small cost, on an exposed coast. The revenue was \$182.78, and the expenditure, \$479.20.

The land lines and cables connecting the Islands of Grand Manan and Campobello, N.B., with Eastport, State of Maine—29 miles land line,  $9\frac{1}{2}$  miles cables—have been maintained in uninterrupted working order.

	1884-85.	1885-86.
Revenue .....	\$ 804 90	\$ 747 61
Expenditure .....	1,068 45	1,103 81

The land lines between Canso and Dartmouth, N.S., have been maintained in effective working order by the Western Union Telegraph Company, under an agreement made with the Dominion Telegraph Company. The company collects the revenue and pays all working and maintenance expenses.

The lines between North Sydney and Meat Cove, Cape Breton, N.S.—126 miles land line,  $\frac{1}{2}$  mile cable—(in connection with the Magdalen Islands system) have been maintained by the Western Union Telegraph Company for the Government, at a cost of \$1,621.80. The revenue collected amounted to \$865.83. These figures are included in those for the Magdalen Islands system.

The land line between Lingan and Low Point, Cape Breton, N.S.—5 miles—has been maintained by the Western Union Telegraph Company for the Government. The expenditure was \$50. Revenue, nil.

The land lines and cables between Barrington and Cape Sable Island, N.S.—16 miles land line, and  $1\frac{3}{4}$  miles cable—have been maintained by the Western Union Telegraph Company for the Government.

	1884-85.	1885-86.
Revenue .....	\$ 71 57	\$ 62 85
Expenditure.....	293 75	286 44

## RIVER AND GULF OF ST. LAWRENCE.

The land lines and cables connecting Cape Breton with the Magdalen Islands and Bird Rock—83 $\frac{3}{8}$  miles land line, 73 $\frac{3}{8}$  miles cable—are now in effective working order.

[1886]

167

order. The main cable was broken on the 27th December, 1885, by friction upon a rocky reef in 15 fathoms of water,  $11\frac{1}{2}$  miles distant from Coffin Island. The Bird Rock cable was also interrupted, the shore end being damaged by a heavy mass of rock falling upon it during a storm on the 22nd March, 1886. Both of these cables were repaired in the month of June—the main cable on the 8th, and the Bird Rock cable on the 11th, with the steamship "Newfield," by Captain Guildford, in conjunction with my assistant, Mr. Keeley. The ordinary maintenance expenditure, irrespective of the "Newfield's" services, was \$1,972.50, and the revenue collected at the island offices, \$305.15. The figures for the entire Magdalen Islands system are:—

	1884-85.	1885-86.
Revenue, including Meat Cove line.....	\$1,363 30	\$1,170 98
Expenditure do .....	4,368 69	3,594 30

The land lines and cable connecting Gaspé with the Island of Anticosti—212 miles land line, and  $44\frac{1}{4}$  miles cable—have remained in uninterrupted working order.

	1884-85.	1885-86.
Revenue .....	\$ 300 59	\$ 601 90
Expenditure.....	1,696 30	1,793 20

The land lines and cables connecting Grosse Isle Quarantine Station with Orleans Island and Quebec—46 miles land line, and 6 miles cable—remained in effective working order during the autumn of 1885. The section of cable between Grosse Isle and Orleans Island was taken up on the 18th November, 1885, and stored for the winter, and again relaid on 22nd May, 1886. It remained in working order until the 19th July, and is at present undergoing repair. Uninterrupted communication has been maintained between Orleans Island and Quebec.

	1884-85.	1885-86.
Revenue, 7 months.....	\$ 58 96	12 months..... \$204 57
Expenditure, exclusive of cable work... 100 00	12 do .....	724 26

The land lines and cables between Bay St. Paul and Chicoutimi—92 miles—and between Murray Bay and Moisie River—269 miles land line, 39 miles cables—have been maintained with little interruption since the rebuilding in October, 1885, of the line on Manicouagan (14 miles), which had been destroyed by storm in the previous year. The revenue collected on both lines was \$1,933.78, and the expenditure, \$7,418.66.

#### ONTARIO.

On the 15th November, 1885, electrical communication was established between Amherst Island and Bath, Ont. The connection comprises  $6\frac{3}{4}$  miles land line, and  $1\frac{1}{4}$  miles cable. The poles for the land line sections were supplied by the inhabitants of Amherst Island, and the work of construction was performed by Messrs. Ahearn & Soper, of Ottawa; the cable being laid by myself from the steamer "Pierrepont" in October. This line is operated with telephones, and has been maintained in good working order. The revenue was \$50.84, and the expenditure, \$73.60, for the eight months, November to June, inclusive.

#### NORTH-WEST TERRITORY.

The land line between Qu'Appelle and Edmonton, *via* Battleford, with branch lines to Prince Albert and St. Albert—629 miles—have been much interrupted by prairie fires consuming poles already rotten and unstable. One fire destroyed 40 miles of poles. The construction of a new line from Battleford to Edmonton, *via* Fort Pitt, is now being proceeded with, to replace the present unreliable means of communication.

For the Battleford-Fort Pitt section—90 miles—of this new line, wrought iron tubular poles, invented by myself, have been adopted, instead of wood.



The land line between Moose Jaw and Wood Mountain—90½ miles—has been maintained in good order. The line was not operated during the winter months, owing to the withdrawal of the police from Wood Mountain post. It was re-opened on the 1st of May, 1886.

The land line between Dunmore and Fort McLeod—136 miles—has been leased to the North-West Coal and Navigation Company, who maintain it and pay to the Government 5 per cent. interest upon cost of its construction.

## BRITISH COLUMBIA.

The land lines and cables between Victoria and Barkerville, with branch lines and cables to Kamloops, Ladner's Landing and Port Moody—678 miles land lines and 24 miles cables—have been maintained in operation, and the line to Dungeness, W. T.—2½ miles land line, 17 miles cable—is now in working order. This connection was interrupted by a break in the cable off Clover Point, from 2nd December, 1885, till 19th June, 1886.

	1884-85.	1885-86.
Revenue .....	\$35,655 05	\$30,796 73
Expenditure .....	34,356 12	36,481 63

## RECAPITULATION.

(Exclusive of Lines in the North-West Territory.)

	Expenditure.	Revenue.	Deficit.
	\$ cts.	\$ cts.	\$ cts.
Gulf of St. Lawrence and Maritime Provinces :—			
Anticosti Island.....	1,793 20	601 90	1,191 30
Magdalen Islands (including Meat Cove lines).....	3,594 30	1,170 98	2,423 32
Cape Sable—Barrington.....	286 44	62 88	223 56
Chatham—Escuminac.....	479 20	182 78	296 42
Grosse Isle Quarantine.....	724 26	204 57	519 69
Bay of Fundy.....	1,103 81	747 61	356 20
North Shore, St. Lawrence.....	7,418 66	1,933 78	5,484 88
Subsidies, stationery, line and office material and contingencies chargeable to the special appropriation for the Gulf lines .....	2,395 35	.....	2,395 35
Ontario—Bath-Amherst Island line.....	17,795 22	4,904 50	12,890 72
British Columbia system.....	73 60	50 84	22 76
	36,481 63	30,796 73	5,684 90
Total .....	54,350 45	35,752 07	18,598 38
Total figures for 1884-85 were.....	48,932 66	38,919 02	10,013 64

I have the honour to be Sir,

Your obedient servant,

F. N. GISBORNE,

*Superintendent Government Telegraph Service.*

A. GOBEL, Esq.,  
Secretary Department Public Works,  
Ottawa.

NEWFOUNDLAND TELEGRAPH SYSTEM.

No.	STATIONS.	Intermediate Distances.	Operators.	Salaries per Annum.	Date of Appointment.	Memo.
		Miles.		\$ cts.		
1	Port au Basque.....	0	.....	50 00 or com'n.	.....	N.B.—The commission is 25 per cent. upon all business to and from the office; said commission guaranteed not to be less than at the rate of \$50 per annum.
2	Cape Ray Lighthouse.....	14	.....	50 00 do ..	.....	
	Totals.....	14		100 00		

Cost of land line, \$1,763.36; interest thereon at 5 per cent., say..... \$ 90 00

Estimated annual maintenance and repairs..... 160 00

Total..... \$ 250 00 Required in Estimates, 1886-87.

N.B.—The above short line is constructed in connection with the Signal Service, and connects at Port au Basque with the land line system of the Anglo-American Telegraph Company.

ANTICOSTI TELEGRAPH SYSTEM.  
ANTICOSTI INLAND SERVICE.

STATIONS.	Inter- mediate Distances.	Operators.	Salaries per Annum.	Day of Appointment.	MEMO.
	Miles.		\$ cts.		
1 Fox Bay .....	0	Miss E. Nickerson.....	50 00 or com'n....	Aug. 11, 1881	N.B.—The commission is 25 per cent. upon all business to and from the office; and commission guaranteed not to be less than at the rate of \$50 per annum.
2 Heath Point Lighthouse.....	23	T. Gagné .....	50 00 do	July 20, 1881	
3 South Point Lighthouse. ....	32½	W. Carter.....	50 00 do	do 27, 1881	
4 Shallop Creek.....	17½	B. Bradley.....	50 00 do	do 7, 1881	
5 Salt Lake. ....	52½	F. Denault.....	360 00	Oct. 19, 1881	General Repairer. Plus \$1 per day when absent on duty.
6 South-West P'nt Lighthouse.	15	Miss G. Denault .....	50 00 do	Sept. 1, 1882	Chief Operator since 1st August, 1882. Previously received \$50 per annum.
		Miss G. Pope .....	200 00	Oct. 18, 1880	
7 Jupiter River.....	7	E. Pope.....	100 00	Aug. 1, 1882	District Superintendent. Plus \$1 per day when absent on duty.
8 Otter River.....	17½	.....	50 00 do	.....	
9 Beise River .....	22	Miss A. Ascah.....	50 00 do	Oct. 8, 1881	Plus \$1 per day for her father when he is absent on repairing duties.
10 Cape Eagle (Ellis Bay) .....	10	.....	50 00 do	.....	
11 West Point Lighthouse.....	14	A. Malouin .....	50 00 do	Aug. 1, 1881	
12 English Bay .....	3	F. Cabot.....	50 00 do	July 1, 1882	N.B.—Mr. J. A. Lebourdais was District Superintendent from 17th August, 1880, to 31st July, 1882, at \$450 per annum
Total.....	214		1210 00		

Cost of land lines completed at (say) \$165 per mile..... \$ 35,300 00

CABLE.

S.W. Point Lighthouse to L'Anse à Fongère, Gaspé, 44½ nautical miles at \$1,100 laid down..... 48,700 00

Total..... \$ 84,000 00



ANTICOSTI TELEGRAPH SYSTEM.

GASPÉ.

No.	STATIONS.	Inter- mediate Distances.	Operators.	Salary per Annum.	Date of Appointment.	MEMO.
		Miles.		\$ cts.		
1	L'Anse à Fougère .....	.....	.....	50 00 or com'n'.	.....	N.B.—The commission is 25 per cent. on all business to and from the office; said commission guaranteed not to be less than at the rate of \$50 per annum.
2	Gaspé Basin .....	28	J. J. Annett.....	150 00	Oct. 16, 1881...	Plus his salary as operator for the G.N.W. Telegraph Company.
		28		200 00		

Cost of landline..... \$1,925 00

TOTAL COST OF ANTICOSTI TELEGRAPH SYSTEM.

Land lines, 242 miles..... \$37,225 00  
Cable, 44<sup>30</sup>/<sub>100</sub> nautical miles..... 48,700 00  
Total..... \$85,925 00

ESTIMATED COST OF ANNUAL MAINTENANCE AND REVENUE.

Land lines—Salaries and repairs..... \$3,500 00  
Cables—Repairs, say..... 500 00  
Total..... \$4,000 00 Required in Estimates,  
Less—Revenue, probably..... 500 00 1886-87.  
Balance deficit..... \$3,500 00

N.B.—In connection with the Signal Service a land line 206 miles in length has been erected between Grand Metis and Gaspé Basin for a bonus of \$16,000, and is now maintained and operated by the Great North-Western Telegraph Company without further expense to the Government.

MAGDALEN ISLANDS TELEGRAPH SYSTEM.  
MAGDALEN ISLANDS SECTION.

No.	STATIONS.	Inter- mediate Distances.	Operators.	Salaries per Annum.	Date of Appointment.	MEMO.
		Miles.		\$ cts.		
1	Amherst .....	0	Miss J. Shea.....	50 00 or com'n.	Oct. 1, 1882	N.B.—The commission is 25 per cent. on all busi- ness to and from the office; said commission guaranteed not to be less than at the rate of \$50 per annum.
2	Amherst Lighthouse.....	9	Wm. Cormier .....	50 00 or com'n.	June 11, 1881	Plus \$30 per annum for rent. General line repairer.
3	Etang du Nord Village.....	15	P. Pelletier .....	400 00	Dec. 1, 1881	2-wire loop.
4	do Lighthouse.....	1	T. O'Brien .....	50 00 or com'n.	do 1, 1881	
5	Cap aux Meules.....	8	W. Leslie.....	50 00 or com'n.	Aug. 9, 1883	
6	House Harbour .....	28½	P. Joncas.....	50 00	Dec. 1, 1881	1 mile loop. Short cable of 750 feet in length.
7	Wolfe Island .....	28½	N. Clark.....	100 00	Sept. 25, 1881	
8	Grosse Isle .....	11	A. LeBourdais, D. Supt..	500 00	Aug. 17, 1880	Plus \$1 per day when absent on duty.
9	Bird Rock.....	Cable .....	T. Turbide.....	50 00 or com'n.	do 20, 1881	
10	Grand Entry .....	11	Miss McPhail.....	50 00	Feb. 18, 1882	
	Totals.....	83½		1,350 00		

Cost of above land lines complete, with instruments, at \$130 per mile..... \$10,855 00

CABLES.

Distance, Grosse Isle to Bird Rock, 18 <sup>2</sup> / <sub>10</sub> nautical miles } At a general average cost of	
do Old Harry to Meat Cove, C.B., 54 <sup>2</sup> / <sub>10</sub> do } about \$1,100 per mile laid	
do Across House Harbour Gut, 1½ do } down, 73 <sup>3</sup> / <sub>10</sub> miles. ....	80,630 00
Total.....	\$91,485 00

MAGDALEN ISLANDS TELEGRAPH SYSTEM.  
CAPE BRETON SECTION.

STATIONS.	Inter- mediate Distances.	Operators.	Salaries per Annum.		Date of Appointment.	Memo.
			\$	cts.		
1 Meat Cove (Cable Station)...	Miles.	A. B. McDonald .....	420 00	00	Nov. 7, 1880	N.B.—The commission is 25 p.c. upon all business to and from the office; said commission guaranteed not to be less than at the rate of \$50 per annum.
2 Aspy Bay .....	10½	R. G. Zwicker .....	50 00	or com'n.	Aug. 1, 1882	
3 O'Neil's Harbour (way house)	15	do .....	50 00	do	do	
4 Ingonish, North Bay .....	9	J. M. Burke .....	360 00	00	April 1, 1882	General Repairer.
5 Ingonish Harbour .....	10½	do .....	50 00	do	do	N.B.—This section is at present operated and maintained by the Dominion Telegraph Company, but at the cost of the Government. The agreement is for ten years (expiring 18th April, 1891) but can be cancelled on one year's notice.
6 Indian Brook .....	23	D. McLennan .....	50 00	do	April 1, 1883	
7 St. Anne's South Bay .....	19	Miss C. Morrison .....	50 00	do	do 1, 1884	
8 Baddeck (Loop Line) .....	13	Miss Dunlop .....	50 00	do	Jan. 1, 1882	
9 Englishtown .....	6	Miss Bingham .....	50 00	do	July 19, 1882	
10 Kelly's Cove (N. Campbellton)	2	C. L. Campbell .....	50 00	do	April 1, 1885	
11 Big Bras d'Or .....	6	do .....	50 00	do	do	
12 North Sydney .....	12½	do .....	do	do	do	
Totals .....	126½	do .....	1,230 00	00	do	

Cost of above land lines complete, with instruments, at \$110 per mile..... \$13,915 00

CABLES.

Crossing Big Bras d'Or, ½ nautical mile. .... 550 00

TOTAL COST MAGDALEN ISLAND SYSTEM.

Land lines, 210 miles cost..... \$24,770 00

Cables, 73½ nautical miles cost. .... 81,180 00

\$106,950 00

ESTIMATED COST OF ANNUAL MAINTENANCE OF MAGDALEN ISLAND SYSTEM.

Local lines. Salaries and repairs .....

Cable. Repairs, say .....

Total .....

Less probable revenue, .....

Balance deficit.....

Required in Estimates,  
1886-87.



NOVA SCOTIA TELEGRAPH SYSTEM.  
CAPE SABLE SECTION.

STATIONS.	Inter- mediate Distances.	Operators.	Salaries per Annum.	Date of Appointment.	MEMO.
	Miles.		\$ cts.		
1 Barrington.....	0	Miss A. A. Sponagle .....	50 00 or com'n.....	Dec. 18, 1883	N.B.—The commission is 25 p.c. upon all business to and from the offices; said commission guaranteed to be not less than at the rate of \$50 per annum.
2 Newelltown (including 1½ miles cable).....	11	Miss S. J. Newell.....	50 00 do ...	do 22, 1883	
3 Cape Sable Island Lighthouse (including ¼ mile cable)....	6¾	L. K. Doane.....	50 00 do ...	do 18, 1883	
Totals.....	17¾		150 00		

Cost of land line, 16 miles..... \$2,103 00  
 Cost of cables, laid, 1¾ miles, about..... 1,500 00

\$3,603 00

Estimated cost of actual maintenance:—

Required in Estimates for 1886-87..... \$300 00  
 Estimated revenue do ..... 100 00

GOVERNMENT TELEGRAPH SERVICE—Continued.

LOW POINT, CAPE BRETON SECTION.

No.	STATIONS.	Inter- mediate Distances.	Operators.	Salaries per Annum	Date of Appointment.	Memo.
		Miles.		\$ cts.		
1	Lingan.....	0	.....	50 00 or com'n.....	.....	N.B.—The commission is 25 p.c. upon all business to and from the office; said commission guaranteed not to be less than at the rate of \$50 per annum.
2	Low Point Lighthouse .....	5	S. Peters .....	50 00 do ..	Aug. 1, 1881	
	Totals.....	5		100 00		

Cost of land line ..... \$635 00

Estimated annual maintenance and repairs :—

Land lines—Salaries and repairs..... \$150 00 Required in Estimates, 1886-87.

EAST COAST SECTION.

N.B.—In connection with the Signal Service a land line 203 miles in length has been erected between Canso and Halifax for a bonus of \$16,000, and is now maintained and operated by the Western Union Telegraph Company without further cost to the Government.

CHATHAM-ESCUMINAC, N.B., TELEGRAPH SYSTEM.

No.	STATIONS.	Intermediate Distances.	Operators.	Salary per Annum.	Date of Appointment.	MEMO.
		Miles.		\$ cts.	1885.	
1	Chatham .....	0	Great North-Western Telegraph Co.	185 00	.....	This amount is paid for supervision of the line and office accommodation at Chatham.
2	Black Brook .....	5½	J. Sinclair .....	50 00 or com'n.	April 25.....	The commission is 25 per cent. of the Government line tariff receipts, guaranteed to amount to not less than \$50 per annum.
3	Bay du Vin .....	15	Miss M. Williston.....	50 00 do ..	March 1.....	
4	Escuminac .....	9½	Mrs. A. Lewis.....	50 00 do ..	Sept. 1.....	
5	Point Escuminac Lighthouse	12	H. W. Phillips, jun.....	50 00 do ..	Feb. 1.....	
	Total.....	42		385 00		

Total cost, all land line, 42 miles equipped (averaging about \$120 per mile) ..... \$5,000 00  
Estimated cost of annual maintenance, salaries and repairs..... 800 00  
Required in Estimates, 1886-87.



GOVERNMENT TELEGRAPH SERVICE—Continued.  
BAY OF FUNDY, N.B., TELEGRAPH SYSTEM.  
GRAND MANAN SECTION.

No.	STATIONS.	Inter- mediate Distances.	Operators.	Salaries per Annum.	Date of Appointment.	Memo.
	<i>Long Eddy Cable Hut, to</i>	Miles.		\$ cts.		
1	Flagg's Cove.....	3	{ H. C. Seely (D. Supt.)... Miss C. Daggett.....	420 00 50 00	Nov. 18, 1880 } June 1, 1882 }	N.B.—The commission is 25 p.c. upon all business to and from the office; said commission guaranteed not to be less than at the rate of \$50 per annum.
2	Woodward's Cove .....	6	E. Cameron .....	50 00 or com'n..	April 1, 1885...	
3	Grand Harbour .....	2	D. H. Covert.....	50 00 do	Dec. 1, 1885...	
4	Seal Cove.....	4½	O. McLaughlin.....	50 00 do	Jan. 1, 1883...	N.B.—Grand Harbour office was closed from 1st Nov., 1884, till Mr. Covert accepted the agency.
5	Southern Head Lighthouse...	5½	Wood McLaughlin.....	50 00 do	do 18, 1881...	
			D. McKay, Repairer.....	60 00	May 1, 1881...	
	Totals.....	21	.....	730 09		

Cost of land lines..... \$2,000 00

CABLE.

Length of cable, Long Eddy, Grand Manan, to Liberty Cove, Campo Bello, 7<sup>23</sup>/<sub>10</sub> naut. miles. 8,000 00  
Total..... \$10,000 00

CAMPO BELLO SECTION.

No.	STATIONS.	Inter- mediate Distances.	Operators.	Salaries per Annum.	Date of Appointment.	MEMO.
	<i>Liberty Cove Cable Hut, to</i>			\$ cts.		
1	Welchpool.....	Miles. 7½	G. M. Mabee... ..	100 00 or com'n..	Dec. 1, 1881	
2	Eastport, Maine, U.S.A .....	½	J. Cushing .....	100 00	do 26, 1881	
	Totals....	8		200 00		

Cost of lines..... \$ 825 00

CABLE.

Cable, 1-20 nautical miles, Welchpool (Campo Bello) to Eastport, Maine, U.S.A..... 2,100 00

Total..... \$2,925 00

TOTAL COST OF GRAND MANAN TELEGRAPH SYSTEM.

Land lines, 29 miles, cost..... \$ 2,825 00

Cables, 9½ nautical miles, cost..... 10,100 00

Total..... \$12,925 00

ESTIMATED COST OF ANNUAL MAINTENANCE AND REVENUE.

Land lines—Salaries and repairs..... \$1,600 00

Cable—Repairs, probably..... 1,000 00

Total..... \$2,600 00 Required in Estimates,

Less probable revenue..... 1,000 00 1886-87.

Balance deficit..... \$1,600 00

GOVERNMENT TELEGRAPH SERVICE—Continued.  
CHICOUTIMI AND NORTH SHORE OF ST. LAWRENCE TELEGRAPH SYSTEM.  
CHICOUTIMI SECTION.

No.	STATIONS.	Inter- mediate Distances.	Operators.	Salaries per Annum.	Date of Appointment.	MEMO.
		Miles.			Previous to April 1, '85. (See note.)	
1	Bay St. Paul.....	0	F. Boivin.....	\$ 50 or comm'n*		N.B.—This line was completed to Chicoutimi 1st September, 1881. It was operated and maintained by the Great North-Western Telegraph Company (Montreal Tel. Co.) until 31st March, 1885, when it was taken over by the Department of Public Works. *The commission upon business is 25 per cent. of the tolls for the Government line; the amount guaranteed to be not less than \$50 per annum.
2	St. Urbain.....	9	A. Boivin.....	50 do	do	
3	La Cruche.....	37	A. Tradet.....	50 do	do	
4	St. Alexis.....	31½	A. Simard (Repairer)...	420.....	do	
5	St. Alphonse de Bagotville...	3	G. Lavoie.....	50 or comm'n*	do	
6	Chicoutimi.....	11½	A. Simard.....	50 do	do	
	Total.....	92	P. A. Guay.....	50 do	April 28, 1886	
				720		

CONSTRUCTION.  
Cost of land line complete, at \$135 per mile..... \$12,420 00  
MAINTENANCE.

Included with North Shore Section.  
NORTH SHORE SECTION.

No.	STATIONS.	Inter- mediate Distances.	Operators.	Salaries per Annum.	Date of Appointment.	MEMO.
		Miles.			Previous to April 1, '85. (See note.)	
1	Murray Bay.....	0	Mrs. F. Vincent.....	\$ 50 or comm'n*		N.B.—This line was completed to Betsiamits in September, 1882, and was operated and main- tained by the Great North-Western Telegraph Company until 31st March, 1886, when it was taken over by the Department of Public Works.
2	St. Fidèle.....	10	E. W. Tremblay.....	50 do	do	
3	St. Siméon.....	11	J. Tremblay.....	50 do	do	
4	Radousac (1 mile cable).....	25	D. Lapointe.....	50 do	do	
5	Bergeronnes.....	15	M. Savard.....	50 do	do	
6	Escoumains.....	12	J. H. Topping.....	50 do	do	
7	Mille Vaches.....	16	J. A. Puize.....	50 do	do	
8	Portneuf Mills.....	11½	A. Brassard.....	50 do	Jan. 1, 1886	
9	Portneuf Light (Loop 3 miles)	9	D. Tremblay.....	50 do	Previous to April 1, '85. (See note.)	
10	Sault au Cochon.....	7	M. McLaren (Repairer)...	420.....	do	
			G. W. Forrest.....	50 or comm'n*	do	



11 Betsiamits .....	31	P. C. Dupuis .....	50	do	...	do	1, 1883	The line eastward of Betsiamits has been operated by the Department of Public Works since constructed. It was completed to Pentecost 31st December, 1883, and to a point 125 miles further east 16th November, 1884.
12 Pointe aux Outardes .....	18	W. Pelletier .....	420	do	...	do	Aug. 1, 1883	
13 Pointe Paradis, Manicougan .....	23	N. F. Comeau .....	50 or comm'n ..	do	...	do	Oct. 15, 1883	
14 River Godbout .....	184	J. Faffard .....	50	do	...	do	Dec. 28, 1883	
15 Pointe des Monts .....	74	Mrs. Poulin .....	50	do	...	do	May 16, 1884	
16 Trinity Bay .....	31	Jos. Gagnon .....	50	do	...	do	Feb. 16, 1884	
17 Pentecost River .....	70	P. O. Bonenfant (Supt.'s Agent) .....	200	do	...	do	April 1, 1885	
18 Sept Isles .....	46	P. E. Vignault .....	180	do	...	do	Jan. 2, 1884	
19 River Moisie .....	(est'd) 110	D. Forlier .....	50	do	...	do	May 1, 1885	A.—The distance Pentecost to Moisie stated in earlier tables to be 48½ miles, was the estimated distance by water. The length of land line constructed is 116 miles.
20 Poste de Mingan .....	18							Total length of land line and cable Murray Bay to Moisie is 376½ miles.
21 Pointe aux Esquimaux .....	64							
22 Natashquan .....	60							
23 Wapitigum .....	83							
24 Shecatia .....	49							
25 Bonne Espérance .....	24							
26 Anse aux Blanc Sablon .....	12							
27 Fortean Bay .....	4½							
28 Point Amour Lighthouse .....								
			825					
			2,020					

Cost of land line complete to Mille Vaches, at \$135 per mile .....	\$11,610 00
do Mille Vaches to Betsiamits, at \$250 per mile .....	14,625 00
do sections between Betsiamits and Pentecost, \$176.50 per mile .....	13,239 00
Cost of cable sections, 1 knot across Saguenay, near Tadoussac .....	1,100 00
do do 12 knots, Bersimis to Pointe aux Outardes, and 26 knots, Pointe Paradis to Godbout River .....	16,700 00
	<u>\$57,274 00</u>

## ESTIMATED COST OF ANNUAL MAINTENANCE

Chicoutimi and North Shore to Moisie .....	\$7,500 00
Cable repairs .....	500 00
Required in Estimates for 1886-87 .....	<u>\$8,000 00</u>

## GOVERNMENT TELEGRAPH SERVICE—Continued.

## GROSSE ISLE QUARANTINE TELEGRAPH SYSTEM.

STATIONS.	Intermediate Distances.	Operators.	Salaries per Annum.	When Appointed.	MEMO.
	Miles.		\$ cts.		
1 Quebec.....	0	Great North-Western Telegraph Co.	185 00	.....	This amount is paid for supervision of the line, and covers rent of the pole line Quebec to L'Ange Gardien, for which \$35 per annum is charged.
.....					
2 L'Ange Gardien.....	13	C. Turcott.....	50 00 or com'n..	Mar. 1, 1885	The commission is 25 per cent. of the Government line tariff, guaranteed to amount to not less than \$50 per annum.
.....	4				
3 St. Petronille.....	4½	M. Ferland.....	50 00 do	Dec. 1, 1884	
4 St. Laurent.....	6½	Mile. L. Chabot.....	50 00 do	do 20, 1884	
5 St. Jean.....	7	H. Bernard.....	50 00 do	Jan. 1, 1885	
6 St. François (including 3½ miles cable.....	6½	M. Emond.....	50 00 do	Mar. 1, 1885	
7 Gross Isle quarantine office.....	9	M. Langlois.....	50 00 do	Sept. 1, 1885	
8 do hospital.....	1½	(Telephone).....	.....	.....	
Total.....	52		485 00		

Cost of land lines, 13 miles on Company's poles..... \$ 216 07  
 32½ miles upon Orleans and Gross Isle equipped complete (average about \$190.50 per mile)... 6,191 83

Total cost of land line..... \$6,407 90  
 Cost of cable (¾-mile spare) 6½ knots, submerged..... 4,092 10

Total first cost of entire line..... \$10,500 00

## ESTIMATED COST OF ANNUAL MAINTENANCE.

Land line salaries and repairs..... \$ 850 00  
 Cable repairs..... 300 00

Required in Estimates, 1886-87..... \$1,150 00

GOVERNMENT TELEGRAPH SERVICE.

ONTARIO: BATH-AMHERST ISLAND TELEGRAPH SYSTEM.

No.	STATIONS.	Intermediate Distances.	Agents.	Salaries per Annum.	Date of Appointment.	Memo.
1	Bath.....	0	F. W. rmstrong. ....	\$50 00	Nov. 15, 1885	Accountant and General Agent
2	Emerald.....( $1\frac{1}{2}$ mile cable)	3 $\frac{1}{2}$	M. Fowler & McGinness 25 p. c. comm'n....		do	The commission is upon the receipts for Government line.
3	Stella.....	4 $\frac{1}{2}$	J. S. Neilson.....	do	do	
	Total.....	8				

This line is operated with telephones.

Cost of construction : Cable..... \$ 735 00  
do do Land line (poles free of cost)..... 765 00

Appropriation for construction, 1885-86..... \$ 1,500 00



LINE IN THE NORTH-WEST TERRITORY.  
QU'APPELLE-EDMONTON SECTION.

No.	STATIONS.	Intermediate Distances.	Operators.	Salaries per Annum.	Date of Appointment.	MEMO.
				\$ cts.		
1	Qu'Appelle.....	ies. 0	E. W. Warner.....	540 00	Jan., 1883...	
2	Fort Qu'Appelle.....	19	Miss A. Johnston.....	420 00	Mar. 1, 1885...	
3	Touchwood.....	46	A. Von Lirdeburg.....	600 00	Nov. 1, 1883...	
4	Humbolt.....	78	J. M. Anderson.....	720 00	May 1, 1884...	
5	Clarke's Crossing.....	55	R. J. Molloy, Agent.....	720 00	do 1, 1884...	
6	Henrietta.....	38	E. Harrington, Repairer.....	600 00	do 1, 1886...	
7	Battleford.....	47	H. Richardson, Agent.....	720 00	Prev. to 1882...	
8	Howe.....	38	H. McOleneghan, Operator.....	720 00	April 1, 1886...	
9	Eleanor.....	38	W. C. Gillis, Repairer.....	720 00	May 1, 1886...	
10	Strang.....	104	S. A. McFarlane, Repairer.....	720 00	April 1, 1886...	
11	Leduc.....	54	W. Salsbury, Repairer.....	720 00	May 1, 1886...	
12	Edmonton.....	20	W. R. McKinlay, Repairer.....	720 00	do 25, 1886...	
			W. ckey, Repairer.....	720 00	do 1, 1886...	
			A. Taylor, Agent.....	720 00	Prev. to 1882...	
	Branch Line—					
13	Clarke's Crossing.....	0	.....	720 00	.....	An office was opened at Stobart from November, 1883 till April, 1885. The office at St. Laurent was opened in October, 1885.
14	St. Laurent.....	60	A. A. Porter.....	720 00	Oct. 1, 1885...	
	Prince Albert.....	23	A. Stackhouse..		Nov. 1, 1883...	
	Branch Line—					
15	Clarke's Crossing.....	0				a. The Saskatoon and St. Albert branch lines are operated with telephones.
	Saskatoon.....	14				
	Branch Line—					
16	Edmonton.....	0				
	St. Albert .....	9				
	Total.....	643		10,800 00		

Estimated cost of annual maintenance—salaries, supplies and repairs—required in Estimates, 1886-87, \$17,000.

GOVERNMENT TELEGRAPH SERVICE—Continued.

NORTH-WEST TELEGRAPH LINES.—WOOD MOUNTAIN AND FORT MACLEOD SECTIONS.

No.	STATIONS.	Intermediate Distances.	Operators.	Salaries per Annum.	Date of Appointment.	MEMO.
		Miles.		\$ cts.		
	<i>Fort Macleod Line—</i>					
1	Galt Junction .....	0				
2	Lethbridge .....	107				
3	McLeod .....	28½				
4	Fort Macleod. ....	½				The Fort Macleod line has been leased to the North-West Coal and Navigation Co. at 5 per cent. per annum upon cost of construction.
	<i>Wood Mountain Line—</i>					
5	Moose Jaw .....	0	H. Rutherford. ....	240 00		
6	Wood Mountain.....	90½	J. S. Macdonald.....	720 00		The Wood Mountain line is operated directly, as part of the Government Telegraph Service.
	Total.....	226½		\$960 00		

Estimated cost of annual maintenance—salaries, supplies and repairs—required in Estimates, 1886-87, \$3,000.

Office.	Intermediate Distances.	Names.	Positions.	Salaries per month.	Date of Appointment.	Memo.
	Miles.			\$ cts.		
Victoria.....	31	W. F. Archibald.....	Manager and operator.....	100 00	Nov. 1, 1884	Repairing allowance, \$3 per day.
do.....	8	M. Leclaire.....	Assistant and clerk.....	30 00	Sept. 1, 1885	
do.....	9	Wm. Christie.....	Night operator.....	75 00	do 10, 1885	
do.....	25	G. Sinclair.....	Operator.....	60 00	Nov. 22, 1884	
do.....	31	T. J. Jacklin.....	Messenger.....	20 00	do 1, 1885	do \$3 do
Cowican.....	31	C. H. Sherwood.....	Operator and repairer.....	50 00	do 11, 1884	do
Somenos.....	8	Mrs. Skinner.....	do.....	60 00	May 1, 1881	Testing station; no salary attached.
Chemainus.....	9	Mrs. Conway.....	do.....	60 00	Aug. 1, 1883	Repairing allowance, \$2 per day.
Nanaimo.....	25	J. A. Callaghan.....	do.....	60 00	do	do \$4 do
Departure Bay.....	34	B. H. Wake.....	Operator and repairer.....	20 00	Aug. 15, 1881	Telephone stations at Colliery wharves.
Valdes.....	16	H. J. Edwards.....	do.....	50 00	Nov. 22, 1884	Repairing allowance, \$2 per day.
Vancouver (Gr'ville).....	35	James Wilson.....	District superintendent.....	125 00	May 22, 1884	do
New Westminster.....	14½	S. I. Mackintosh.....	Manager and operator.....	90 00	Nov. 1, 1884	do \$5 do
do.....	.....	Miss S. E. MacLure.....	Assistant operator.....	75 00	May 1, 1881	
do.....	.....	M. L. Hadley.....	Night operator.....	75 00	July 1, 1885	
do.....	.....	G. W. McMurphy.....	Messenger.....	20 00	Dec. 1, 1884	
do.....	.....	John MacLure.....	Operator and repairer.....	60 00	Mar. 1, 1865	Private line; operated by Moodyville Saw Mill Co. Plus 36 miles, 2nd land wire; repairing allowance, \$1 per day.
Moodyville.....	36	John McCutcheon.....	do.....	50 00	June 15, 1865	Repairing allowance, \$1 per day.
Matsqui.....	22	Jas. Drummond.....	do.....	50 00	April 1, 1886	do \$1 do
Chilliwack.....	36	F. S. Brown.....	do.....	50 00	Jan. 10, 1885	do \$3 do
Hope.....	13	E. Pearson.....	do and repairer.....	50 00	July 20, 1885	\$15 per month, horse feed.
Yale.....	25	W. K. Reynolds.....	Operator and repairer.....	50 00	June 1, 1885	O. P. R. Divisional Engineer's headquarters.
Boston Bar.....	16	E. A. F. MacLeod.....	do.....	50 00	June 1, 1885	\$20 per month, horse feed.
Keefe's.....	16	Daniel O'Hara.....	do.....	60 00	May 27, 1880	O. P. R. Divisional Engineer's headquarters.
Lytton.....	17	J. J. McKay.....	do and repairer.....	25 00	do 1, 1886	Repairing allowance, \$3 per day.
Drynook.....	6	H. L. Good.....	do.....	60 00	Feb. 16, 1885	do \$3 do
Spence's Bridge.....	27	G. C. McQuire.....	do.....	50 00	Dec. 1, 1885	do \$2 do
Ashcroft.....	3	A. J. Venn.....	do and repairer.....	50 00	Oct. 28, 1881	do \$2 do
Cache Creek.....	22	J. A. LeBourdais.....	do.....	50 00	do 1, 1883	do \$2.50 do
Van Horne (Savona's Ferry).....	26	Wm. Walker.....	do.....	50 00	May 1, 1880	\$10 per month, horse feed.
Kamloops.....	28	Henry Yeates.....	do.....	60 00	June 1, 1886	do \$15 do
Clinton.....	53	Miss I. Barlow.....	do.....	47 00	April 28, 1882	do \$15 do
Bridge Creek.....	78	W. W. Dodd.....	do.....	.....	.....	A accommodation office; no salary attached.
Soda Creek.....	54½	.....	.....	.....	.....	.....
Quesnelle.....	48	.....	.....	.....	.....	.....
Stanley.....	48	.....	.....	.....	.....	.....



Barkerville ..... 83 33 Feb. 17, 1873 Repairing allowance, \$3 per day.

Branches.

New Westminster to  
Ladner's Landing,  
( $\frac{1}{2}$  mile cable).....  
New Westminster to  
Fort Moody.....

Extension of Main  
Line.

Victoria.....  
Dungeness, W.T. (in-  
cluding 17 miles  
cable).....

Total.....

James Stone.....	Operator and repairer.....	83 33
J. H. Good.....	Operator.....	40 00
J. Peterson.....	do .....	Nov. 22, 1884
		Dec. 1, 1885
		1,795 33

ESTIMATED ANNUAL COST OF MAINTENANCE.

Salaries, repairs, required in Estimated, 1886-87.....	\$34,500 00
Probable revenue.....	32,500 00
Balance deficit.....	\$2,000 00

## TARIFF ON DOMINION GOVERNMENT TELEGRAPH LINES.

Location of Lines.	Extreme Distance in Miles.			Rate for an usage of 10 words, and for each extra word. The address and signature not charged for.
	Land Lines.	Cables.	Totals.	
<i>Nova Scotia—</i>				
Between North Sydney and Meat Cove, Cape North ...	126	$\frac{1}{2}$	126 $\frac{1}{2}$	25c. and 2c.
do Barrington and Cape Sable Island Light .....	16	$1\frac{3}{4}$	17 $\frac{3}{4}$	12c. " 1c.
<i>New Brunswick—</i>				
Between offices on Grand Manan .....	21			15c. " 1c.
do Grand Manan and Campo Bello....	8	$7\frac{1}{4}$		25c. " 2c.
do Grand Manan and Campo Bello and Eastport. ....		$1\frac{7}{8}$		25c. " 2c.
			38 $\frac{1}{2}$	
Between Chatham and Escuminac.....	42		42	15c. " 1c.
<i>Quebec—</i>				
Between offices on Magdalen Island .....	82 $\frac{3}{8}$			25c. " 2c.
do Magdalen Island and North Sydney.	126 $\frac{1}{2}$	$73\frac{3}{8}$		75c. " 5c.
			283 $\frac{1}{4}$	
do Anticosti Island.....	214			25c. " 2c.
do Anticosti Island and Gaspé.....	28	$44\frac{1}{4}$		75c. " 5c.
do north shore St. Lawrence, east of Bersimis .....			286 $\frac{1}{4}$	
do north shore, east and west of Bersimis	430 $\frac{1}{4}$	$39\frac{1}{4}$		*15c. " 1c. *35c. " 2c.
			469 $\frac{1}{2}$	
do Orleans Island .....	24			15c. " 1c.
do Orleans Island and Quebec.....	17	$\frac{3}{4}$		15c. " 1c.
do Orleans Island and Grosse Isle.....	5	$5\frac{1}{4}$		25c. " 1c.
do Grosse Isle and Quebec.....			52	25c. " 1c.
<i>North-West Territory—</i>				
Between Qu'Appelle and Edmonton.....	537			75c. " 5c.
do lines Clarke's Crossing to Prince Albert.....	83			
do do Clarke's Crossing to Saskatoon .....	14			
do do Edmonton to St. Albert .....	9			
do do Galt Junction to Fort McLeod .....	136			
do do Moose Jaw to Wood Mountain.....	90 $\frac{1}{2}$			
			869 $\frac{1}{2}$	
do Intermediate offices, 25c. and 2c. to 75c. and 5c., according to distance.				
EXAMPLE :—Qu'Appelle to Fort Qu'Appelle, 17 miles, 25c. for 10 words and 2c. for each additional word. Qu'Appelle to Battleford, 281 miles, 50c. for 10 words and 3c. for each additional word.				
<i>British Columbia—</i>				
Between Ashcroft and Barkerville.....	276 $\frac{1}{2}$		276 $\frac{1}{2}$	50c. " 3c.
do Intermediate offices, 25c. and 2c., and 50c. and 3c., according to distance, as explained in example given above.				

\* According to distance.

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APPENDIX No. 20.

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STATEMENTS

1ST.—CONTRACTS LET BY THE DEPARTMENT.

2ND.—PROPERTY PURCHASED BY THE DEPARTMENT.

3RD.—PROPERTY LEASED BY OR TO THE DEPARTMENT.

DURING THE FISCAL YEAR ENDED 30<sup>TH</sup> JUNE, 1886.

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## APPENDIX No. 20.

Ref. No. 71,651.

No. 1—CONTRACTS let by the Department of Public Works of Canada, from the 30th June, 1885, to the 30th June, 1886.

Works.	Names of Contractors.	Date of Contract.	Amounts.
			\$ cts.
PUBLIC BUILDINGS.			
<i>Government House, Parliament and Departmental Buildings.</i>			
Rideau Hall—Removal of snow.....	A. Devlin.....	Dec. 5, 1885	595 00
do Supply of ice.....	D. N. Charlebois.....	Jan. 4, 1886	46 00
Parliament and Departmental Buildings—Supply of coal.....	G. W. McCullough....	July 15, 1885	16,065 15
Parliament and Departmental Buildings—Covering stone steps with wood.....	W. T. Odell.....	Nov. 2, 1885	210 00
Parliament and Departmental Buildings—Removal of snow.....	F. McKenna.....	Nov. 27, 1885	671 00
Parliament and Departmental Buildings—Supply of ice.....	D. N. Charlebois.....	Jan. 4, 1886	80 68
New Departmental Building—Supply of rolled iron joists and girders.....	Carrier, Lainé & Co....	Sept. 8, 1885	16,627 13
New Departmental Building—Temporary roofing and closing of openings.....	A. Charlebois.....	Nov. 11, 1885	1,780 00
New Departmental Building—Placing in position iron joists and girders.....	do.....	Apr. 22, 1886	Schedule rates.
<i>Nova Scotia.</i>			
Amherst Public Building—Heating apparatus.....	Wisdom & Fish.....	Jan. 2, 1886	1,700 00
Halifax Custom House—Hydraulic elevator.....	John Starr.....	Mar. 4, 1886	1,450 00
New Glasgow Public Building—Heating apparatus.....	Wisdom & Fish.....	Jan. 2, 1886	1,759 00
do Custom House—Fittings—Long room.....	Townsend & McKay....	Feb. 20, 1886	280 00
Sydney, C. B., Public Building—Construction.....	McDonald, Treen & Henderson.....	Oct. 3, 1885	13,900 00
Truro Customs Long Room—Fittings.....	Townsend & McKay....	Feb. 20, 1886	280 00
Halifax } Public Buildings—Supply of coal.....	Acadia Coal Company	Sept. 7, 1885	231 84
Windsor }	A. E. Milliken & Co...	June 9, 1886	2,300 00
Yarmouth P. O. and Savings Bank—Fittings.....			
<i>Prince Edward Island.</i>			
Charlottetown Public Building—Supply of coal.....	Acadia Coal Company	Sept. 7, 1885	194 04
Montague—Public Building.....	L. A. Wilmot.....	do 26, 1885	4,949 00
Summerside Post Office—Fittings.....	T. J. Clark.....	do 5, 1885	1,875 00
do do Closets, fences & sidewalks.	Pierce Doyle.....	June 4, 1886	900 00
<i>New Brunswick.</i>			
Dorchester Penitentiary—Heating apparatus.....	Wisdom & Fish.....	Feb. 15, 1886	884 00
do do (new cell wing)—Stonework.	D. A. Duffy.....	Jan. 21, 1886	2,360 50
Moncton Public Building—Supply of coal.....	Acadia Coal Company	Sept. 7, 1885	271 13
do do Fittings for Post Office.....	G. J. O'Doherty.....	July 23, 1885	2,500 00

[1886]

191

No. 1.—CONTRACTS let by the Department of Public Works, &c.—*Continued.*

Works.	Names of Contractors.	Date of Contract.	Amounts.
PUBLIC BUILDINGS— <i>Continued.</i>			\$ cts.
<i>New Brunswick—Concluded.</i>			
Moncton Public Building—Stone sidewalk and pavement. ....	J. G. O'Doherty.....	June 22, 1886	1,131 20
New Castle Public Building—Heating apparatus.....	C. B. Thompson.....	Jan. 4, 1886	1,495 00
do do Fittings for Post Office.....	McDonald & Treen.....	do 28 1886	1,960 00
Woodstock Public Building—Clock tower.....	J. Limerick.....	June 22, 1885	1,050 00
St. John } Public Buildings—Supply of coal .....	W. L. Busby.....	Sept. 7, 1885	2,860 07
Carleton }			
Fredericton }			
Sussex }			
Woodstock }			
St. John }			
Public Buildings—Supply of coal (anthracite).....			{ 309 60
			{ 295 00
			{ 265 91
			{ 203 10
<i>Quebec.</i>			
Chicoutimi Marine Hospital—Additional works.....	J. Fortin.....	do 8, 1885	764 00
Grosse Isle (Quarantine)—Parsonage.....	Geo. Beaucage.....	July 1, 1885	2,360 00
do do Repairs to buildings.....	do .....	do 1, 1885	7,338 00
do do do do .....	do .....	Sept. 14, 1885	1,003 00
Hull Post Office (now burnt)—Clock tower.....	John Stewart .....	Aug. 31, 1885	1,075 00
do do Supply of coal.....	H. McRae & Co.....	Sept. 2, 1885	223 00
Montreal Custom and Examining Warehouse—Supply of coal.....	F. Robertson.....	do 5, 1885	2,668 79
Montreal Post Office and Inland Revenue—Supply of coal.....	J. O'Brien & Co.....	do 5, 1885	1,032 38
Montreal Armouries at Drill Hall—Rebuilding .....	Shirley, Brennan & Starrs.....	do 22, 1885	45,617 00
Montreal Post Office—Providing electric current for 150 lamps.....	"Gazette" Printing Co	Oct. 23, 1885	2,750 00
Montreal Drill Hall—Floor girders and roof trusses.	Rousseau & Mather.....	Dec. 1, 1885	22,475 00
Quebec Examining Warehouse—Additional works....	Geo. Beaucage.....	Aug. 29, 1885	4,478 25
Quebec Public Buildings—Supply of coal.....	G. W. Webster & Co....	Sept. 2, 1885	1,876 00
do Examining Warehouse—Placing and fixing heating apparatus .....	James Maguire.....	Oct. 9, 1885	965 00
do Custom House—Hot water heating apparatus	A. Mulholland.....	Nov. 2, 1885	4,200 00
do *Immigrant Building, Louise Embankment...	Chas. Jobin .....	Feb. 6, 1886	6,365 00
do Culler's Office—Heating apparatus.....	Z. Vandry.....	Jan. 28, 1886	1,300 00
do Marine Hospital—Repairs.....	A. Lortie.....	Feb. 5, 1886	1,670 00
do Observatory—Sundry works.....	F. Poitras.....	Mch. 1, 1886	400 00
do Immigrant Building—Plumbing and roofing ..	Z. Vandry & Son .....	April 5, 1886	1,325 00
do do Plastering and building chimneys .....	P. Mahon.....	do 3, 1886	635 00
do do Lumber .....	S. Peters .....	Mch. 26, 1886	4,000 00
do do Painting.....	N. Auclair.....	April 3, 1886	1,198 00
St. John's Public Building—Supply of coal .....	Bissett & Donaghy.....	.....	150 77
Sherbrooke do do .....	Lucke & Mitchell .....	Sept. 5, 1885	515 11
do do Granite steps, wall copings and fences.....	Gordon & Loomis.....	Aug. 19, 1885	2,550 00
St. Vincent de Paul Penitentiary—Supply of firewood	Dufresne & Mongenais	Dec. 31, 1885	446 40
do do coal.....	Léandre Fauteux.....	Jan. 2, 1886	502 50
Sorel Post Office—Interior fittings.....	Geo. Beaucage.....	do 23, 1886	2,800 00
do do Hot water heating apparatus.....	E. Chanteloup .....	April 3, 1886	1,445 00
St. Vincent de Paul Penitentiary—Supply of Scotch steam coal .....	Dufresne & Mongenais.	Mch. 13, 1886	180 00
Three Rivers Public Building—Supply of coal .....	W. C. Pentland .....	Sept. 5, 1885	488 85

\* Cancelled, and the balance of the works adjudicated to several contractors.



## No. 1.—CONTRACTS let by the Department of Public Works, &amp;c.—Continued.

Works.	Names of Contractors.	Date of Contract.	Amounts.
PUBLIC BUILDINGS—Continued.			\$ cts.
Ontario.			
Amherstburg Public Building—Furniture and fittings	P. Navin .....	Nov. 24, 1885	1,173 44
do do Heating apparatus	J. J. Blackmore .....	do 25, 1885	1,290 00
Barrie Dominion Building—Heating apparatus	McGuire & Bird .....	Aug. 1, 1885	1,785 00
do do Supply of coal	I. S. Johnstone .....	Sept. 21, 1885	322 50
Berlin do do	Fennell & Anthes .....	do 5, 1885	335 19
Brantford do do	T. Elliott .....	do 10, 1885	258 50
Belleville } do do	The Rathbun Co. ....	do 5, 1885	302 50
Gananoque } do do	G. M. Beecher .....		245 00
Brockville do do	Flack Bros. ....	Sept. 11, 1885	300 00
Cornwall do do	A. Holmes .....	do 8, 1885	62 50
Cobourg do do	H. A. Patterson & Co. ....	Oct. 13, 1885	350 00
Chatham do do	M. A. Pigott .....	Mch. 5, 1886	2,200 00
Galt Post Office—Fittings	do .....	May 5, 1886	130 00
do do Water-closets	McGuire & Bird .....	April 3, 1886	1,323 00
do do Hot water heating apparatus	I. Myles & Son .....	Sept. 9, 1885	319 50
Hamilton Dominion Building—Supply of coal	Van Allen, Brown & Love .....	Mch 11, 1886	808 00
do do Additional P.O. fittings and alterations	Breck & Booth .....	Sept. 4, 1885	258 50
Kingston do Supply of coal	Garth & Co .....	Mch. 12, 1886	428 25
do do Penitentiary—Gas fittings	Bowman & Co .....	Sept. 4, 1885	674 00
London Dominion Building—Supply of coal	Hook & Toll .....	Apr. 24, 1886	76,430 00
do do Infantry School	F. Toms .....	May 31, 1886	33,333 00
do do Custom House—Completion of an addition	McGuire & Bird .....	April 3, 1886	683 00
Orangeville Post Office—Hot water heating apparatus	L. Gratton .....	Oct. 13, 1885	2,700 00
Ottawa Post Office—Alterations and repairs	do .....	Nov 18, 1885	542 00
do do Additional alterations	J. E. Askwith .....	Feb. 13, 1886	16,500 00
Peterborough Public Building—Construction	Thos. Hewson .....	Mch. 27, 1886	840 00
Port Hope Custom House—Counters and wire screens	I. A. Brown & Co. ....	Sept. 9, 1885	287 50
do do Dominion Building—Supply of coal	P. I. Jarvis .....	do 5, 1885	455 00
Stratford do do	P. Burns .....	do 4, 1885	2,038 56
Toronto do Examining Warehouse—Engine-house	brown & Love .....	Jan. 12, 1886	8,990 00
do do Art. Receiver-General and Inland Revenue Offices—Repairs and alterations	Wilson & Howard .....	June 30, 1886	3,000 00
Windsor Dominion Building—Flagging, walks, &c—Grounds	C. A. Cook .....	Nov. 14, 1883	1,590 00
Windsor Dominion Building—Supply of coal	C. A. Stone & Co. ....	Sept. 28, 1885	381 60
Manitoba.			
Stony Mountain Penitentiary—Iron work	The Vulcan Iron Co. ....	Aug. 6, 1885	4,853 00
do do (Warden's Residence)	Garth & Co. ....	Feb. 6, 1886	1,700 00
do do Hot water heating apparatus	Bell, Lewis, Yates & Walsh .....	Sept. 19, 1885	2,740 00
Winnipeg Dominion Buildings—Supply of coal	Garth & Co. ....	Feb. 6, 1886	5,680 00
do do Post Office—Hot water heating apparatus	John Fensom .....	June 21, 1886	5,000 00
do do Hydraulic elevator			
North-West Territories.			
Birtle—Immigrant Shed	Gelley & Co. ....	June 4, 1886	930 00
Minnedosa—do	do .....	do 4, 1886	960 00
Regina—Riding Hall, &c.	do .....	Nov. 4, 1885	24,100 00
do do Jail and Lunatic Asylum—Iron works	do .....	Oct. 19, 1885	4,991 00
Prince Albert—Jail and Court House	T. Doddridge .....	Jan. 22, 1886	18,596 00

[1886]

No. 1.—CONTRACTS let by the Department of Public Works, &c.—*Concluded.*

Works.	Names of Contractors.	Date of Contract.	Amounts.
PUBLIC BUILDINGS— <i>Concluded.</i>			\$ est.
<i>British Columbia.</i>			
New Westminster Penitentiary—Three pairs semi-detached dwellings.....	Scoullar & McArthur...	Apr. 29, 1886	11,374 00
Victoria—Immigrant Shed.....	Rod. McLennan.....	Sept. 25, 1885	4,725 00
HARBOURS AND RIVERS—DREDGING AND DREDGE VESSELS.			
Lanoraie, P.Q.—Wharfing.....	J. P. Dusablon.....	Apr. 19, 1886	4,500 00
Percé Wharf, P.Q.—Balance of timber required.....	Valpy & LeBas.....	Nov. 17, 1885	2,083 90
Cape Tormentine, N.S.—Wharf.....	Strachan & Perkins.....	May 28, 1886	Schedule rates.
St. John Harbour Breakwater, N.B.—Reconstruction.....	Rhodes, Curry & Co...	Aug. 12, 1885	
Chantry Island, P.O.—Addition to groyne.....	David Porter.....	Jan. 1, 1886	60,000 00
Little Bear Creek, P.O.—Dredging.....	S. T. Martin.....	Sept. 14, 1885	4,505 00
Owen Sound, P.O.—Dredging required.....	The Owen Sound Dredging, Towing and Wrecking Company.	June 22, 1886	1,200 00
Esquimalt Graving Dock, B.C.—Wrought iron caisson.....	Dominion Bridge Co...	July 10, 1885	\$9.00 per h'r
Victoria Harbour, B.C.—Removal of Dredger Rock.	Chas. Hayward.....	Nov. 13, 1885	50,200 29
Steam Spoon Dredge "Cape Breton"—Boiler.....	G. Fleming & Sons.....	Aug. 14, 1885	14,973 00
New Dredge "Canada"—Boiler.....	The Burrell, Johnson Iron Company.....	Jan. 4, 1886	750 00
do do Surface condenser.....	The Burrell, Johnson Iron Company.....	do 4, 1886	2,950 00
TELEGRAPH LINES.			
Manicouagan, P.Q.—Cedar telegraph poles.....	F. J. Lamontagne.....	July 9, 1885	2,325 00
Edmonton and Fort Saskatchewan—Telegraph poles.	Asken, McKernan & Shields.....	Feb. 5, 1886	525 00
			716 58

F. X. R. SAUCIER.

DEPARTMENT OF PUBLIC WORKS,  
OTTAWA, 14th October, 1886.

Date of Purchase.	Vendors.	Purchaser.	Description of Property.	For what Purpose.	Area.	Price.
1885. June 24...	G. H. Henshaw.....	Her Majesty.....	An Island known as Isle à Gardin, lying at $1\frac{3}{4}$ miles from the Village of St. Michel d'Yamaska, Que.	Yamaska River Works...	0.88 arpent .....	\$ cts. 88 00
May 23...	Montague Muttart.....	do .....	Strip of land, township 28, P.E.I. ....	Site of boat house at the crossing of the strait.	0.233 acre .....	1 00
Oct. 20...	C. W. Savers.....	do .....	Lot No. 2, in the town of Peterborough, Ont.	Site for Public Building.	6,000 sq. ft.....	6,000 00
do 19...	E. Phelan.....	do .....	Lot No. 1, do do Ont.	do .....	.....	3,900 00
Nov. 10...	Germain Estate.....	do .....	Lot No. 236, St. Vincent de Paul, Que..	St. Vincent de Paul Penitentiary.	1 arpent and 44 perches.	6,000 00
Feb. 12...	R. Harris.....	do .....	Picture "Meeting of school Trustees in a rural section,"	National Art Gallery.....	.....	700 00
do 12...	W. Brymner.....	do .....	Picture "Crazy Patchwork,"	do .....	.....	85 00
Dec. 10...	The Bishop of Nova Scotia	do .....	Parcel of land in Sydney, C.B., N.S.....	Site for Public Building.	0.314 acre .....	1,500 00
Nov. 21...	H. Rochelleau.....	do .....	do Mouth of St. Maurice River, Que.	St. Maurice River Works.	$2\frac{1}{2}$ arpents .....	1,000 00
Oct. 12...	Trustees of Regina Town site.	do .....	Lots 18, 19 and 20, Block 306, Regina, N. W.T.	Site for Post Office.....	.....	Gift.
1886. May 8...	Etienne Dallaire... ..	do .....	Lot of land and well in Chicoutimi, Que....	To supply water to Marine Hospital.	2,500 ft. square...	75 00
do 25...	R. Reverend d'Herbomez.	do .....	Part of Lot 5, Block IV, suburbs of New Westminster, B.C.	Cemetery for convicts....	.....	600 00

F. X. R. SAUCIER.

DEPARTMENT OF PUBLIC WORKS,  
OTTAWA, 14th October, 1886.



126 No. 3.—STATEMENT of Property Leased to and by the Department of Public Works during the Fiscal Year ended 30th June, 1886.

Date of Lease.	Lessor.	Lessee.	Property Leased.	For what Purpose used	Duration of Lease.	Rent Payable.
1885. May 1...	John Durie & Son.....	Her Majesty.....	Renewal of lease of rooms on the second and third flats over their store on Sparks Street, Ottawa, Ont.	Department of Indian affairs.	2 years.....	\$ cts. 730 00 per an'm.
1876. Oct. 14...	Her Majesty ....	Mrs. B. Perry....	Part of Government Reserve on the Beach, Burlington Bay Ship Canal, Ont.	.....	During pleasure.	20 00 do
1877. Jan. 20...	do .....	J. C. McKeand..	Part of Government Reserve, near the Light Keeper's lands on the Burlington Beach, Ont.	.....	.....	10 00 do
1885. Dec. 16...	Bank of Ottawa ....	Her Majesty .....	Second, third and fourth flats of the Bank Building, Wellington Street, Ottawa, Ont.	Post Office Department, Savings Bank Branch.	3 years.....	1,200 00 do
1886. Sept. 28...	Corporation of the City of Toronto.	do .....	Part of water lot No. 39, north side of Esplanade Street, Toronto, Ont.	.....	21 do .....	621 25 do
Dec. 21...	D. Falconer.....	do .....	Stones on Hollis Street, Halifax, N S.....	Examining Warehouse...	10 do .....	1,000 00 do
1886. Mar. 1...	Her Majesty .....	N. Tétreau.....	Excavated Channel, slide and two dams, north side of Little Chaudière Rapids	.....	21 do .....	25 00 do
1884. July 16...	C. Robin & Co., & W. Flynn.	Her Majesty .....	Two beach lots at south-west Cove, Percé, Que.	For piling lumber for Percé wharf.	.....	50 00 do
1886. June 24...	R. T. Wilson.....	do .....	The Elgin House at Dundas, Ont.....	For Post Office, Customs, and Inland Revenue Offices.	10 years.....	500 00 do
1877. Feb. 3...	Her Majesty .....	N. F. Bireby.....	Part of Government Reserve, on the Beach Burlington Bay Ship Canal, Ont.	.....	During pleasure	100 00 do

F. X. R. SAUCIER.

DEPARTMENT OF PUBLIC WORKS,  
OTTAWA, 14th October, 1886.

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APPENDIX No. 21.

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LIST OF SOME OF THE ACTS OF PARLIAMENT

PASSED AT THE SESSION OF 1886

AND HAVING REFERENCE TO

THE DEPARTMENT OF PUBLIC WORKS,

OR WORKS UNDER ITS CHARGE.

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## APPENDIX No. 21.

Ref. No. 71,519.

LIST of some of the Public Acts of the Parliament of Canada, passed at the Fourth Session of the Fifth Parliament of Canada ended on the second day of June 1886, and having reference to the Public Works Department, or works under its charge.

Subject.	Full Title of the Statute.	Chapter.	Page in Statute Book.
The Interpretation Act—Acts done by any Minister of the Crown acting for another Minister, and his or their lawful deputy hereby ratified.	An Act further to amend "The Intrepretation Act".....	2	42
Revised Statutes of Canada—Any office, appointment, &c., act, deed, &c, not to be affected by the repeal of certain Acts.	An Act respecting the Revised Statutes of Canada.....	4	59
*Commissions to Public Officers of Canada—Regulations declaring and determining what officers or classes of officers in the Civil Service shall receive commissions.	An Act respecting Commissions to Public Officers of Canada.	5	63
The Harbor of Quebec—The Governor in Council empowered to raise, by the issue of debentures, a further sum of seven hundred and fifty thousand dollars.	An Act respecting the Improvement of the Harbor of Quebec.	19	87
Printing and Stationery—Printing, stereotyping, Stationery, Books, &c., to be procured and executed from the Department of Public Printing and Stationery.	An Act respecting the Department of Public Printing and Stationery.	22	91
Union Suspension Bridge—No tolls to be hereafter collected for passage over it.	An Act respecting the Union Suspension Bridge.....	31	201
Burlington Bay Canal—Tolls on canal abolished.	An Act respecting the Burlington Bay Canal.....	32	201
Respecting certain works constructed in or over navigable waters.	An Act respecting certain works constructed in or over navigable waters.	35	209
Protection of navigable waters.	An Act respecting the protection of navigable waters....	36	211

F. X. R. SAUCIER.

DEPARTMENT OF PUBLIC WORKS,  
OTTAWA, 12th October, 1886.

[1886]

199



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APPENDIX No. 22.

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NATIONAL ART GALLERY.

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CURATOR'S REPORT.

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## APPENDIX No. 22.

## NATIONAL ART GALLERY.—CURATOR'S REPORT.

Ref. No. 71,977.

NATIONAL ART GALLERY,  
OTTAWA, 23rd September, 1886.

SIR,—I have the honor to report the following additions to the National Art Gallery, received during the fiscal year ended 30th June, 1886:—

Water Color—by G. Harlow White, R.C.A.

Sketch—by G. Harlow White, R.C.A.

Study—by G. Harlow.

"Assumption of the Virgin"—by Carlo Maratti.

Study of Drapery—by Andrew Geddes, A.R.A.

Study—by H. P. Briggs, R.A.

Portrait of H. P. Briggs, R.A.—by G. H. White, R.C.A.

All the above were sent from England, and are the gift of G. Harlow White, R.C.A.

"Returning from the Well"—by P. F. Woodcock, R.C.A.

Diploma picture received from the Royal Canadian Academy.

"A Wreath of Flowers"—by W. Brymner, R.C.A.

Diploma picture received from the R.C.A.

"Meeting of School Trustees in a Rural Section"—by R. Harris, R.C.A.—Purchased by the Government.

"Crazy Patchwork"—by Wm. Brymner, R.C.A.—Purchased by the Government.

The above making a total of 108 works of Art now in the Gallery.

During the fiscal year the interest in the Gallery has been maintained, no less than 8,792 visitors having registered their names at the Gallery.

I have the honour to be, Sir,

Your obedient servant,

JOHN W. H. WATTS,  
*Curator.*

A. GOBEIL, Esq.,  
Secretary Department Public Works,  
Ottawa.

[1886]

203





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APPENDIX No. 23.

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STATEMENT

OF CASES REFERRED TO THE

OFFICIAL ARBITRATORS,

FOR FISCAL YEAR ENDED 30<sup>TH</sup> JUNE, 1886.

BY

CHARLES THIBAUT, SECRETARY.

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APPENDIX No. 23.

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REPORT OF THE SECRETARY TO THE OFFICIAL ARBITRATORS.

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Ref. No. 68,800.

OFFICIAL ARBITRATORS, CANADA,  
OTTAWA, 2nd July, 1886.

SIR,—I have the honour of forwarding you the statement of claims referred by your Department to the Official Arbitrators during the fiscal year ended the 30th June last, as requested by your letter of the 9th June last, No. 37,205.

I am Sir

You obedient servant,

CHAS. THIBAUT.

*Secretary to the Official Arbitrators.*

A. GOBEL, Esq.,  
Secretary, Department of Public Works.  
[1886]

207

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23  
208

STATEMENT of Claims referred to and arbitrated upon by the Official Arbitrators, in connection with the Department of Public Works, during the Fiscal Year ended 30th June, 1886.

Claimants.	Nature of Claims.	When Referred.	To whom Referred.	If Referred for Award or Report.	Amount Claimed.	Amount Awarded.	Date of Award.	Remarks
Call, Muirhead & Sadler.....	Loss of steam tug "Sultan" whilst removing Government dredges.....				\$ cts.	\$ cts.		
M. Starrs & Co....	Desjochim's Bridge, Ottawa River—Claim in connection with .....	Sept. 10, 1885	Full Board...	For Award..	8,835 00	8,000 00	Feb. 26, '86	Interest since 11th November, 1879
		Oct. 29, 1885	do ..	do ..	Not Stated...	.....	.....	Case pending, owing to Mr. Muma's absence in the North-West
J. L. Michaud....	Ste. Anne Wharf—Land taken for .....	Feb. 13, 1886	do ..	do ..	1,059 00	.....	.....	Enquete taken but award not signed yet, owing to Mr. Muma's absence.

[1886]

CHAS. THIBAULT,  
Secretary to the Official Arbitrators

OTTAWA, 2nd July, 1886.

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APPENDIX No. 24.

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TABLES

SHOWING THE EXTENT AND PROGRESS OF PUBLIC WORKS, DISTANCES  
ETC., ON THE MAIN ROUTES OF NAVIGATION, RAILWAYS,  
TELEGRAPH LINES, ETC.

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INLAND NAVIGATION OF CANADA.  
OCEAN ROUTES THENCE TO FOREIGN COUNTRIES.  
CANADIAN LAND ROUTES TO THE SEABOARD.  
GOVERNMENT RAILWAYS AND TELEGRAPH LINES, ETC., ETC.

BY

G. F. BAILLAIRGÉ,  
Deputy Minister Public Works.

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## APPENDIX No. 24.

## PART I.

INDEX TO TABULAR STATEMENTS AND MEMORANDA RESPECTING  
DISTANCES AND INLAND NAVIGATION.

- No. 1. Table of distances, St. Lawrence Navigation from the Strait of Belle-Ile to Duluth, at the head of Lake Superior.
- No. 2. Draught of water, St. Lawrence Navigation.
- No. 3. Distances between the principal places from Montreal to Quebec, along the centre line of the ship channel.
- No. 4. St. Lawrence Navigation: Levels of rivers and lakes above tide-water at Albany and Three Rivers, according to different authorities.
- No. 5. Levels established between low tide-water at Three Rivers and lowest observed water of Montreal Harbour at lower entrance of Old Lock No. 1, at foot of Lachine Canal.
- No. 6. Highest and lowest water levels, and depths at low water on the lower mitre sill of Old Lock No. 1, at foot of Lachine Canal, in the Harbour of Montreal, hitherto and now adopted by Engineers of Harbour, Water Works, &c.
- No. 7. St. Lawrence Navigation: Remarks respecting dredging of channel between Quebec and Montreal, and the draught of water through the channels on the main line of the St. Lawrence Navigation.
- No. 8. Lake Navigation from head of Lake Superior to Three Rivers, length, breadth, depth, area and elevation above the sea at Three Rivers.
- No. 9. St. Clair Flats Ship Canal.
- No. 10. St. Mary's Falls Ship Canal.
- No. 11. Table showing the smallest locks on the several lines of Navigation; also the dimensions of the largest vessels that may pass through them.
- No. 12. Lake St. John: Length, breadth, area, elevation above sea, depth, winds, ice, &c.
- No. 13. River route from Tadoussac, at the mouth of the River Saguenay, to the upper end of Lake St. John.
- No. 14. Statement showing number of trips, tonnage and crew of steamers which have called at Chicoutimi and at other places on the Saguenay, from 1840 to 1885 inclusively.
- No. 15. Statement of sea-going vessels which have loaded at, and left the ports of the Counties of Chicoutimi and Saguenay, from 1840 to 1885 inclusively.
- No. 16. River St. Lawrence and Dawson Route: From Strait of Belle-Ile to Port Arthur, on north shore of Lake Superior, and thence to Winnipeg.
- No. 17. Approximate distances from mouth of Red River down to Grand Rapids at mouth of North or Main Saskatchewan, and thence up to Fort Edmonton.
- No. 18. Remarks respecting steamers and draught of water on route between mouth of Red River and Fort Edmonton on the Saskatchewan.
- No. 19. Navigable waters: Manitoba and North-West Territories.
- No. 20. Volume of water discharged from the River Saskatchewan, and from its north and south branches.
- No. 21. Names of vessels navigating the waters of Lake Manitoba and the North-West Territories.
- No. 22. Port Nelson, Hudson Bay.
- No. 23. Table of principal rivers throughout the world, compared with the Rivers St. Lawrence and Ottawa.
- No. 24. Comparison of Ottawa and St. Lawrence routes.

(Ref. to 40,995.)

## TABLES OF DISTANCES, ETC.

## No. 1.—ST. LAWRENCE NAVIGATION.

FROM STRAIT OF BELLE-ILE TO DULUTH, AT HEAD OF LAKE SUPERIOR, BY WATER.

From	To	Sections of Navigation.	Statute Miles.	
			Inter- mediate.	Total to Strait of Belle-Ile.
Strait of Belle-Ile .....	Cape Whittle.....	Gulf of St. Lawrence.....	240	240
Cape Whittle.....	West Light, Anticosti.....	do .....	201	441
West Light, Anticosti.....	Father Point .....	River St. Lawrence.....	203	643
Father Point.....	Rimouski.....	do .....	6	649
Rimouski.....	Bic.....	do .....	12	661
Bic .....	Ile-Verte .....	do .....	39	700
Ile-Verte (opp. Saguenay).....	Quebec .....	do .....	126	826
Quebec .....	Three Rivers .....	do to Tide-water .....	74	900
Three Rivers.....	Montreal .....	do .....	86	986
Montreal.....	Lachine.....	Lachine Canal .....	8½	994½
Lachine.....	Beauharnois.....	Lake St. Louis.....	15½	1,009¾
Beauharnois .....	Ste-Cécile.....	Beauharnois Canal.....	17½	1,021
Ste-Cécile.....	Cornwall.....	Lake St. Francis.....	32½	1,053½
Cornwall .....	Dickinson's Landing.....	Cornwall Canal.....	11½	1,065½
Dickinson's Landing.....	Farran's Point .....	River St. Lawrence.....	5	1,070½
Farran's Point.....	Upper end Croyle's Island.....	Farran's Point Canal.....	¾	1,071
Upper end Croyle's Island.....	Williamsburg or Morrisburg.....	River St. Lawrence.....	10½	1,081½
Williamsburg.....	Rapide-Plat.....	Rapide Plat Canal.....	4	1,085½
Rapide-Plat.....	Point Iroquois Village.....	River St. Lawrence.....	4½	1,090
Point Iroquois Village.....	Upper end Presqu'île.....	Point Iroquois Canal.....	3	1,093
Presqu'île.....	Point Cardinal, Edwards- burg.....	Junction Canal.....	2½	1,095½
Point Cardinal.....	Head of Galops Rapids.....	Galops Canal.....	2	1,097½
Galops Rapids .....	Prescott.....	River St. Lawrence.....	7½	1,105
Prescott.....	Kingston.....	do .....	59	1,164
Kingston .....	Port Dalhousie.....	Lake Ontario .....	170	1,334
Port Dalhousie.....	Port Colborne.....	Welland Canal.....	27	1,361
Port Colborne.....	Amherstburg.....	Lake Erie.....	232	1,593
Amherstburg .....	Windsor.....	River Detroit.....	18	1,611
Windsor .....	Foot of St. Mary's Island.....	Lake Ste-Claire .....	25	1,636
Foot of St. Mary's Island.....	Sarnia.....	River Ste-Claire.....	33	1,669
Sarnia.....	Foot of St. Joseph's Island.....	Lake Huron .....	270	1,939
Foot of St. Joseph's Island.....	Foot of Saut-Ste-Marie.....	River St. Mary.....	47	1,986
Saut-Ste-Marie.....	Head of Saut-Ste-Marie.....	Saut Ste-Marie Canal ...	1	1,987
Head of Saut-Ste-Marie.....	Pointe-aux-Pins.....	River St. Mary .....	7	1,994
Pointe-aux-Pins.....	Duluth.....	Lake Superior.....	390	2,384

Of the 2,384 miles from the Straits of Belle-Ile to the Head of Lake Superior, 71½ miles are artificial navigation, and 2,312½ open navigation.

Strait of Belle-Ile to Liverpool, 1,942 geographical, or 2,234 statute miles.

The total ascent from tide-water to Lake Superior is now assumed to be not less than 602½ feet, above tide-water at Three Rivers, and 601·78 above tide-water at New York, according to the most recent information obtained up to the 7th April, 1883.

For details respecting the various sections of rivers and canal navigation, viz.:—the intermediate and total distances; the intermediate and total rise above tide-water; the dimensions and depth of each canal, and of each lock &c., on the St. Lawrence route of navigation and its tributaries, &c., see tabulated profiles Nos. 4, 5, 13, 14, 15, 29 of Appendix No. 30 of General Report on Public Works, 1867 to 1882.

For dates of opening and closing of navigation, see Appendix No. 15.



No. 2.—Draught of Water—St. Lawrence Navigation.

Sections of Navigation.	Minimum depth available in 1886.	Depth when work now in progress is completed. — See Remarks at No. 7.
	Feet. 25 to 27½ 12	Feet. 27½ 14
Dredged Channel—Quebec to Montreal—in progress.....		27½
Lachine Canal—Enlargement completed.....	12	14
Beaubarnois Canal—To be enlarged or another canal to be constructed on north shore opposite.....	9	14
Cornwall Canal—Enlargement commenced in 1876—In progress.....	9	14
Williamsburg Canals—Enlargement commenced in 1884—In progress....	9	14
Murray Canal—Completed not on main line of navigation.....	10	10
Burlington Bay Canal—Not on main line of navigation.....	10	10
Welland Canal—Enlargement completed—Deepening, in progress, to 14 ft.	12 to 14	14
Saut-Ste-Marie Canal—State of Michigan—Enlargement completed.....	16·8	16·8

No. 3.—DISTANCES OF PLACES BETWEEN MONTREAL AND QUEBEC.

Measured in English Statute Miles along the centre line of the Ship Channel.

From	To	Statute Miles.	
		Inter-mediate.	Total.
Montreal Island Wharf, opp. Custom House.	Longue-Pointe.....	6½	6½
Longue-Pointe.....	Pointe-aux-Trembles, en haut.....	4	10½
Pointe-aux-Trembles, en haut.....	Varennnes.....	3½	13½
Varennnes.....	Cap St-Michel.....	2½	15½
Cap St-Michel.....	Verchères.....	5½	21½
Verchères.....	Plum Island Light.....	1½	22½
Plum Island Light.....	Contrecoeur Channel, upper entrance.....	6½	28½
Contrecoeur Channel, upper entrance.....	Lavaltrie.....	4½	30½
Lavaltrie.....	Contrecoeur Channel, lower entrance.....	4½	35
Contrecoeur Channel, lower entrance.....	Lanoraie.....	1½	36½
Lanoraie.....	Sorel, opposite Lighthouse.....	8½	45
Sorel, opposite Lighthouse.....	Ile de Grâce Light.....	3½	48½
Ile de Grâce Light.....	Stone Island Light.....	3½	52½
Stone Island Light.....	Lightship No. 1.....	5½	57½
Lightship No. 1.....	do No. 2.....	2½	60½
do No. 2.....	White Buoy.....	4½	64½
White Buoy.....	Lightship No. 3.....	6½	71½
Lightship No. 3.....	Port St. Francis.....	4½	75½
Port St. Francis.....	Three Rivers.....	6½	82
Three Rivers.....	Bécancour, Iron Buoy at Bend..	5½	87½
Bécancour, Iron Buoy at Bend.....	Champlain.....	6	93½
Champlain.....	Batiscan Wharf.....	7½	101½
Batiscan Wharf.....	Cap Levrault.....	4	105½
Cap Levrault.....	Cap à la Roche, centre of new channel....	3½	108½
Cap à la Roche, centre of new channel....	Cap Charles.....	2½	111
Cap Charles.....	Richelieu Rapids.....	9	120
Richelieu Rapids.....	Platon Wharf.....	4½	124½
Platon Wharf.....	Ste-Croix.....	5½	130½
Ste-Croix.....	Ecureuils.....	1½	132
Ecureuils.....	Pointe-aux-Trembles, en bas.....	7	139
Pointe-aux-Trembles, en bas.....	Cap Rouge.....	12	151
Cap Rouge.....	Quebec, Custom House Wharf.....	9½	160½



## No. 4.—ST. LAWRENCE NAVIGATION.

LEVELS of River and Lakes above Tide-Water at Albany and Three Rivers, according to the following authorities:—

Sections of Navigation.	Above Tide -Water at Albany.	Above Tide-Water at Three Rivers.						
	U.S. Engineers, 1816, 1876, 1882, 1883.	Admiralty Charts, 1817, 1818, 1822, 1823.	Rubidge, 1846.	Ottawa Ship Canal Survey—Shanley, 1858.	Ottawa Ship Canal Survey—Clarke, 1859.	Department of Public Works Report, 1867.	Canal Commission Report, 1871.	Department of Public Works Report, 1882.
Albany, River Hudson....	a.b. 0-00	.....	.....	.....	.....	.....	.....	.....
Three Rivers, River St. Lawrence .....	.....	0.00	0-00	0-00	0-00	0-00	0-00	0-00
Montreal, River St. Law- rence.....	.....	.....	12-75	13-00	12-75	13-25	11-00	11-75
Kingston, Lake Ontario...	.....	1817. 232-20	234-00	.....	.....	234-00	234-00	240-00
Oswego do .....	245-15	.....	.....	.....	.....	.....	.....	.....
Lake Erie, Survey of 1816	564-85	.....	.....	.....	.....	.....	.....	.....
do do 1876	571-68	.....	.....	.....	.....	.....	.....	.....
do Report of 1882	568-57	.....	.....	.....	.....	.....	.....	.....
do Canadian au- thorities.....	.....	1818. 564-00	564-00	.....	.....	564-00	564-00	566-75
Lake Ste-Claire.....	.....	.....	.....	.....	.....	572-00	568-00	570-75
Lake Huron.....	.....	1882. 590-00	594-00	.....	.....	578-00	574-00	576-75
Georgian Bay, Lake Huron	.....	594-00	594-00	572-00	574-00	578-00	578-00	575-75
Lake Michigan.....	.....	.....	.....	.....	.....	580-00	578-00	578-75
Lake Superior, Sant-Ste- Marie.....	Mean Eleva- tion above tide-water at New York. c.f. 601-78	1823. 627-00	.....	.....	.....	600-00	600-00	602-75

## REMARKS.

(a.) The tide-water at Albany signifies the mean low water, which is about one foot above extreme low water.—See telegram from Major D. L. Malloy, Deputy State Engineer and Surveyor, State of New York, No. 32,607, of 12th March, 1883.

## MEAN RISE AND FALL OF TIDE AT ALBANY AND NEW YORK.

(b.) According to a telegram received 23rd April, 1883, from John G. Parke, Acting Chief of Engineers at Washington, U. S., the mean rise and fall of the tide at Governor's Island, Harbour of New York, is 4-40 feet, and at Albany it is 2-32 feet. See No. 33,665.

## DECLIVITY OF THE RIVER HUDSON FROM ALBANY TO NEW YORK.

(c.) According to a letter dated Washington, U. S., 1st May, 1883, from Richard D. Cutts, Assistant in charge of United States Coast and Geodetic Survey Office, the difference of level during low water, between Governor's Island, Harbour of New York, and Albany, or the total declivity between the two places, is 4-27 feet. See No. 34,047. See Remarks d, e, f, next page.

## No. 5.—THREE RIVERS TO MONTREAL.

ELEVATION above the lowest tide-water observed at Three Rivers, as established by levels taken during the construction of the North Shore Railway, 1876 to 1879, and in February, 1883.

Designation.	Datum— North Shore Railway, Montreal and Quebec.	Rise.	
		Inter- mediate.	Above low water, Three Rivers
Lowest water observed at Three Rivers by R. Steckel, up to 19th September, 1881.....	d 39 55	d 0 00	d 0 00
Top of S.E. corner Richelieu Co.'s wharf at Three Rivers.....	56 55	17 00	17 00
Bench mark, top of railway bridge, River St. Maurice, 2 miles up stream.....	90 00	33 45	50 45
Bench mark, top of railway bridge, Terrebonne.....	81 17	8 83	41 62
Top of coping, old entrance Lock No. 1, of Lachine Canal, Montreal, distance from railway bridge, Terrebonne, about 19 miles.....	67 19	13 98	27 64
Lowest water recorded at Montreal since September, 1852; on 8th-9th November, 1879, and 6th October, 1881, at foot of Lachine Canal, old Lock No. 1.....	51 28	e 15 91	e 11 73
Top of lower mitre-sill of old Lock No. 1, at foot of Lachine Canal, Montreal.....	35 86	e 15 42	—3 69
Low water level adopted by Harbour Commissioners at present: Depth on mitre-sill, 16½; previous lower-water level, Harbour Commissioners: on mitre-sill, 17; summer water datum of the Montreal Water Works: on mitre-sill, 19.		Height of w'r above lower sill of Lock No. 1.	
Top of coping, old Lock No. 1, above lower mitre-sill.....	67 19	31 33	27 64
Flood level of highest water above Victoria Bridge, April, 1858.	79 61	43 75	40 06
Summer water of Flats of Lake St. Peter, 10 50 feet: corresponds to a depth of 17 feet on the lower mitre-sill of Lock No. 1, Montreal.....			

## REMARKS—Continued.

See preceding table No. 4. St. Lawrence Navigation.

(d.) The tide-water at Three Rivers is the lowest water recorded up to 19th September, 1881. It is 17 feet below the bench mark on the south-east corner of the wharf of the Richelieu and Ontario Company at Three Rivers.—See memoranda, dated 21st February, 1883, No. 33,687.

(e.) The elevation of low water surface, say 11.73 feet, at Montreal, above tide-water at Three Rivers, represents a depth of 15.42 feet of water on top of the mitre-sill of old Lock No. 1, at foot of Lachine Canal.

(f.) The mean elevation of Lake Superior above the sea refers to the level of mean tide at New York.—See telegram from Major Farquhar, Engineer, dated Detroit, 7th April, 1883, No. 33,363.



## No. 6.—HARBOURS OF THREE RIVERS AND MONTREAL.

High and low water levels referred to tide-water at Three Rivers and to top of lower mitre-sill old Lock No. 1, at foot of Lachine Canal, Montreal.

Designation.	Datum— Montreal Harbour Engineers.	Datum— North Shore Railway Engineers.	Above top of lower-mitre sill of old Lock No. 1, Lachine Canal, Montreal.	Elevation above tide-water, Three Rivers
Lowest water observed at Three Rivers, 19th September, 1881.....	84.69	39.55	3.69	0.00
Top of lower mitre sill, old Lock No. 1, at lower entrance of Lachine Canal.....	81.00	35.86	0.00	(—)3.9
Lowest water observed at Montreal, from September, 1852, to 8th-9th November, 1879, and to 6th October, 1881.....	96.42	57.28	15.42	+11.73
Low water, Montreal Harbour, as lately adopted by Harbour Commissioners.....	97.50	52.36	16.50	+12.81
Low water, Montreal Harbour, as previously adopted.....	98.00	52.86	17.00	+13.31
Summer water datum of Montreal Water Works—T. C. Keefer.....	100.00	54.86	19.00	+15.31
Level of coping of old Lock No. 1.....	112.33	67.19	31.33	+27.64
Flood level of highest water above Victoria Bridge, April, 1858.....	124.75	79.61	43.75	+40.06
Ordnance bench mark on ramp of revetment wall in front of the Bonsecours Market—				
Per Engineers or Shearer scheme.....	119.63	74.49	38.63	+34.94
Per John Sutcliffe, C.E. ....	119.61	74.47	38.61	+34.92
Per Montreal Harbour Engineers.....	119.57	74.43	38.57	+34.38

## No. 7.—ST. LAWRENCE NAVIGATION.

REMARKS respecting dredged channel between Quebec and Montreal, and the draught of water through the Canals on the main line of the St. Lawrence Navigation.

## DREDGED CHANNEL BETWEEN QUEBEC AND MONTREAL.

The deepening of the ship-channel between Montreal and Quebec to 25 feet at low water, was completed in 1882. By the Act 46 Vic., chap. 38, assented to on 25th May, 1883, authority was given to raise the sum of \$900,000 to continue the dredging to a depth of 27½ feet. Dredging was commenced by the Montreal Harbour Commissioners on the 18th June, 1883, and has been vigorously carried on up to the present time, except for the necessary interruption during winter. A description of the work will be found in Appendix No. 28. The width of the dredged portions of the channel varies from 350 to 450 feet.

## CANALS—RIVER ST. LAWRENCE ROUTE

When the enlargement of the canals was decided upon in 1871, the scale of navigation of the St. Lawrence route was throughout fixed at an available depth of twelve feet of water. This was authorized to be carried out in 1873.

In 1875, strong representations were made of the desirability of deepening the various channels for the passage of vessels drawing fourteen feet of water.



This was assented to by the Government, and orders were accordingly given to place the foundations of all permanent structures, on those parts of the works not then under contract, at a depth corresponding to 14 feet of water on the mitre-sills of the locks.

The orders thus given, applied to all the principal works on the main line of navigation between Lake Erie and the City of Montreal.

The locks on the enlarged canals throughout, are to be 275 feet long between the gates, 45 feet in width, and, when completed, are to have a depth of 14 feet of water on the sills.

This will enable vessels of almost any ordinary build to pass, carrying fully one thousand tons burden; but as the tendency seems to be towards increasing the breadth of beam and sectional area of freight vessels, it is probable that the canals will ere long be navigated by a class of vessels capable of carrying fully 1,500 tons.

For preceding and further details, see pages 4 and 5, Report of John Page, Chief Engineer of Canals, dated 16th February, 1880, published the same year.

When navigation is opened in 1887, the deepening of the Welland Canal will be completed, to a depth of 14 feet, from Allanburg downward, the whole width of about 120 feet, and on the summit level, westward to only half width, say 60 feet; the deepening throughout, to the full width, is to be completed, 1st November, 1887.

SAUT-STE-MARIE CANAL.

According to a telegram, No. 33,238, dated 5th April, 1883, from Major Farquhar, Engineer in charge of this work, the maximum lift of the new lock of the enlarged canal is 18.6 feet, and the minimum lift 16.8 feet.

No. 8.—LAKE NAVIGATION.  
LAKE SUPERIOR TO TIDE WATER.

Names of Lakes, and of Rivers connecting the same.	STATUTE MILES.			DEPTH IN FEET.		Area in Square Miles.	Elevation above sea, at Three Rivers.
	Greatest length.	Greatest breadth.	Average breadth.	Greatest.	Mean.		
							Feet.
Superior .....	390	160	80	.....	900	32,000	602½
St. Mary's River. ....	35	4	1	60	30	.....	584½
Michigan .....	345	84	58	.....	1,000	22,400	578½
Green Bay .....	100	25	18	.....	500	2,000	578½
Mackinaw Straits.....	{ Not added below. }	20	10	200	40	.....	578½
Georgian Bay.....							
Huron .....	130	55	40	.....	500	.....	576½
Ste-Claire River.....	270	105	70	900	450	23,000	576½
Ste-Claire Lake .....	33	.....	.....	50	35	.....	.....
River Detroit.....	25	25	20	27	15	360	570½
Lake Erie .....	25	3	1	37	20	.....	.....
Niagara River.....	250	60	38	204	90	10,000	566½
Lake Ontario.....	35	3	1	.....	30	.....	.....
Lake St. Francis .....	190	52	40	600	412	6,700	240
Lake St. Louis .....	38	5	4	80	36	132	142
Lake St. Peter .....	15	7	5	68	30	75	58
River St. Lawrence, connecting Lakes between Kingston and Three Rivers	30	9	7	40	8	200	0
	186	.....	.....	.....	20	.....	.....
Total length of Lake Navigation...	2,112	Inclusive of River portions .....				96,877	.....
do do	1,778	Exclusive of River portions.....				.....	.....

## No. 9.—ST. CLAIR FLATS SHIP CANAL, MICHIGAN, U.S.

This canal was projected in 1866, with a view to obtaining a straight channel across St. Clair Flats, 13 feet deep, 300 feet wide, and provided on each side with a dike, 7,300 feet long. The dikes to consist of timber cribs resting upon piles driven into the original bottom of the shoal, and filled with materials dredged from the channel between them, each dike being protected on both sides by sheet-piling. The work was completed, according to this project, in 1871.

The project was modified in 1873, so as to further improve the mid-channel to a depth of 16 feet, and width of 200 feet. This modification was completed in 1874.

## No. 10.—ST. MARY'S FALLS SHIP CANAL.

This canal, which overcomes the rapids in the St. Mary River, connecting the waters of Lakes Huron and Superior, is situated in the State of Michigan, and was first projected in 1837. The canal was not, however, commenced until 4th June, 1853, and the first boat passed through the old canal on 18th June, 1855. Cost of old canal to 14th May, 1885, \$999,802.46. In 1870, the enlargement of the canal was commenced, and it was opened to navigation on 1st September, 1881, but not completed until 1882, up to which time the cost of the enlargement had been \$2,405,000. The upper reach of the enlarged canal is 5,500 feet long; least width 108 feet; width at upper entrance, 500 feet. The new lock of the enlarged canal is 515 feet long between gates, 80 feet wide in chamber, 60 feet wide at the gates, with 16 feet depth of water on sills during mean low water; total lift varies from  $16\frac{3}{4}$  to 18 feet. The two old locks at the foot of the canal are each 350 feet long, 70 feet wide at top, 61 feet wide at bottom of chamber, 70 feet wide between gates, with 12 feet depth of water on sills.

Years.	Gross Receipts.	Tonnage.	No. of Sail Vessels.	No. of Steamers.	No. of Passages.	Opened.	Closed.
	\$ cts.						
1855.....	4,374 66	106,296	.....	.....	.....	June 18.....	Nov. 23.....
1856.....	7,575 78	101,458	.....	.....	.....	May 4.....	do 28.....
1857.....	9,406 74	180,820	.....	.....	.....	do 9.....	do 30.....
1858.....	10,848 80	219,819	.....	.....	.....	April 18.....	do 20.....
1859.....	16,941 84	352,642	.....	.....	.....	May 3.....	do 28.....
1860.....	24,777 82	403,657	.....	.....	.....	do 11.....	do 26.....
1861.....	16,672 16	276,639	.....	.....	.....	do 3.....	do 14.....
1862.....	21,607 17	359,612	.....	.....	.....	April 27.....	do 27.....
1863.....	30,574 44	507,434	.....	.....	.....	do 28.....	do 24.....
1864.....	34,287 31	571,438	1,045	366	1,411	May 2.....	Dec. 4.....
1865.....	22,339 64	409,062	602	395	997	do 1.....	do 3.....
1866.....	23,069 54	458,530	555	453	1,008	do 5.....	do 3.....
1867.....	33,515 54	556,898	839	466	1,305	do 4.....	do 3.....
1868.....	25,977 14	432,563	817	338	1,151	do 2.....	do 3.....
1869.....	31,579 96	524,884	939	399	1,388	do 4.....	Nov. 29.....
1870.....	41,896 43	690,825	1,397	431	1,828	April 29.....	Dec. 1.....
1871.....	33,865 45	752,100	1,064	573	1,637	May 8.....	Nov. 29.....
1872.....	41,232 44	914,735	1,212	792	2,004	do 11.....	do 26.....
1873.....	44,943 18	1,204,445	1,549	968	2,517	do 5.....	do 18.....
1874.....	38,922 97	1,070,857	883	901	1,734	do 12.....	Dec. 2.....
1875.....	41,199 04	1,259,533	569	1,464	2,083	do 12.....	do 2.....
1876.....	46,867 30	1,541,676	684	1,733	2,417	do 8.....	Nov. 26.....
1877.....	44,351 43	1,439,215	1,401	1,050	2,451	do 2.....	do 30.....
1878.....	49,437 00	1,667,136	1,091	1,476	2,567	April 8.....	Dec. 3.....
1879.....	41,385 63	1,677,071	1,403	1,618	3,121	May 2.....	do 3.....
1880.....	44,552 78	1,734,890	1,718	1,735	3,503	April 28.....	Nov. 15.....
1881.....	Collection of tolls discontinued, June 9, 1881.	2,092,757	1,706	2,117	4,004	May 7.....	Dec. 5.....
1882.....		2,468,088	1,663	2,739	4,774	April 21.....	do 3.....
1883.....		2,042,259	1,458	2,620	4,315	May 2.....	do 11.....
1884.....		2,997,837	1,710	3,608	5,689	April 23.....	do 10.....
1885.....		3,085,927	1,639	3,354	5,380	May 6.....	do 3.....



Until the 9th June, 1881, the canal was owned and operated by the State of Michigan, the tolls collected being applied to defray the operating expenses. At 9 a.m. on that day the ownership and control were transferred to the United States, and thereafter the canal was free.

The tonnages given in the table are to be understood as "registered tonnage." The "freight" tonnages differ considerably from this column, but it is only since the canal passed under control of the United States that a distinction between the two has been made in the canal records.

In addition to those enumerated under the heads "Sail Vessels" and "Steamers," the column "No. of Passengers" includes all passages of the canal by rafts and other unregistered craft.

In 1879 the number was.....	100
1880 do .....	50
1881 do .....	181
1882 do .....	372
1883 do .....	237
1884 do .....	371
1885 do .....	337

A change in the laws, prescribing the manner of computing the tonnage for register, went into effect in 1883, the result being to reduce the amount of registered tonnage below that of 1882, while, as a matter of fact, the actual tonnage ("freight tonnage") passing the canal in 1883 exceeded that of 1882 by 237,584 tons, and in 1884 there was a further excess of 605,898 tons, thus:—

1882 Registered tonnage,	2,468,088.	Freight tonnage,	2,029,520
1883 do	2,042,259.	do	2,267,105
1884 do	2,997,837.	do	2,873,003
1885 do	3,035,937.	do	3,256,628

The statistics for 1886 were not prepared at the time of publishing this report, but enough was known to show that the freight tonnage would aggregate about 4,500,000 tons.

By the United States River and Harbour Act of 5th August, 1886, the sum of \$250,000 was appropriated for "Improving Saint Mary's River, Michigan; continuing improvement by a new lock and approaches." Under this Act, the project approved by the War Department has in view the construction of a single lock of 18 feet lift, 800 feet long between hollow quoins, 100 feet wide (with gates of the same width), and having 21 feet of water on the mitre sills, to occupy the site of the two locks built in the original construction of the canal (1855). The prism of the canal is to be deepened sufficiently to give at least 20 feet of water through it.

See letters from Brig. Genl. Poe, U.S.A., Nos. 63,286 and 72,698.



No. 11.—TABLE showing the smallest locks on the several lines of navigation; also the dimensions of the largest vessels which may pass through them.

Name of Canal.	Dimensions of Lock in Feet.			Dimensions of Vessels in Feet.			Tonnage of Vessels.
	Length.	Breadth.	Depth of water on Sills.	Length.	Breadth.	Draught of water when Loaded.	
Lachine.....	270	45	12	250	44	12	1,000
Beaubarnois.....	200	45	9	180	44	9	700
Cornwall.....	200	55	9	180	54	9	750
Williamsburg.....	200	45	9	180	44	9	700
Welland.....	270	45	12	250	44	†12	1,000
St-Ours Lock.....	200	45	7	180	44	7	600
Chambly.....	118	23½	7	110	23	6½	230
Rideau.....	134	33	5	120	21½	4½	250
Ste-Anne.....	200	45	9	180	44	9	700
Carillon.....	200	45	9	180	44	9	700
Grenville.....	200	45	9	180	44	9	700
Culbute.....	200	45	6	180	44	6	550
St. Peter's.....	200	49½	18	199	49	17½	1,000
River Trent.....	131	32½	4½				
<i>United States Canals.</i>							
Erie.....	110	18	7	102	17½	6½	220
Champlain.....	100	18	5	92	17½	4½	80
Saut-Ste-Marie (new)....	515	80	16	490	58	16	To pass several vessels.
do (old)....	350	70	12	320	67	12	2,000

†The Welland Canal is now being deepened throughout to 14 feet; this work will be completed towards end of 1887.

For details respecting the various canals, see tabulated profiles Nos. 4, 5, 12, 13, 14, 15 and 29, of Appendix No. 30, in General Report on Public Works, 1867 to 1882.

### No. 12.—LAKE ST. JOHN.

The lake is about 100 statute miles on an air line from Quebec; 41½ statute miles, by the shortest road, from Chicoutimi, and 110·97 statute miles from Tadouac, via the Petite Décharge and the River Saguenay.

Greatest length from Belle-Rivière, near foot of lake and at its south-east end, up to outlet of River Mistassini, at the north-west end, or towards head of lake.....	27¾ statute miles.
Greatest width across the lake from outlet of the River Péribonca to the outlet of the River Ouïatchouan, or from north to south along the meridian.....	20 statute miles.
Width on meridian across centre of lake.....	17½ statute miles.
Contour of Lake, per map of 1880, by Commissioner of Crown Lands, Quebec.....	85 statute miles.
Area of lake, per E. E. Taché, Deputy Commissioner of Crown Lands, Quebec.....	365·40 miles.

Elevation of lake above the sea, according to report of A. L. Light, Chief Engineer Government Railways, Quebec, dated 8th March, 1881.....	278 feet.
Elevation of lake above the sea, per map of 1880.....	300 feet.
Elevation of lake above the sea, per Richardson, at mouth of Ashuapmouchouan, in June, 1870.....	293 feet.
Depth of lake is said to vary generally from 3 feet at one mile from shore, to 12 and 54 feet at $1\frac{1}{2}$ to 3 miles from shore, and to 60 feet towards the middle of the lake.....	3 to 60 feet

See Note S, Part III, Appendix No. 8, of General Report on Public Works, 1867 to 1882.

Bouchette, in his Topographical Dictionary, represents the depth of the lake as being 240 feet at centre.

In 1884 Mr. Joseph Rosa, the Engineer in charge of the Saguenay District Works, having been instructed to ascertain the depth of the lake towards its centre, states, in a letter addressed to the Deputy Minister of Public Works, under date 18th June, 1884, that the greatest depth he found is 225 feet; and that the mean depth is from 72 to 90 feet in the deepest part of the lake.

In spring, the waters of the lake rise from 15 to 34 feet above its winter level, in the course of 15 days.

In autumn, they rise 3 to 4 feet, suddenly, during high winds, but only for periods of short duration.

The spring floods retard the cultivation of considerable tracts of land around the lake, and have been the subject of great complaint.

In a letter, No. 10,666, of 29th December, 1880, from his Lordship D. Racine, Bishop of Chicoutimi, to Sir Hector L. Langevin, Minister of Public Works, it is stated that the outflow from the lake is much diminished by the Government slide and dams at the head of the Petite Décharge, wherefore he requests the Government to improve the other outlet, called the Grande Décharge.

This request was assented to, and the improvement is being proceeded with.

### *Hydrographic Survey.*

A hydrographic survey of Lake St. John was commenced, by order of the Minister of Public Works, towards the beginning of July, 1883, in connection with its proposed improvement for purposes of navigation. It was discontinued before winter, owing to the want of funds.

### *Winds.*

The north-westerly and south-westerly winds are those to which the lake is most exposed.

### *Ice.*

Ice begins to form in November, and the lake is afterwards frozen over so that it can be travelled upon with safety, with heavy loads, after the 10th of December.

Ice begins to disappear along the borders of the lake towards the middle of April.

The whole of the lake is free from ice towards the 12th of May.

### *Bed of Lake.*

The bed of the lake, according to Sir William Logan and Mr. Richardson, one of his assistants, consists of limestone, which crops out on the western shore.

A full description of the geological features of the Lake St. John region will be found in the Report of the Geological Survey of Canada, from its commencement to 1863, the year of its publication. See extracts in Note H, Part III, Appendix No. 8, of General Report on Public Works, 1867 to 1882.

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For further details respecting climate, soil, forests, settlement, &c., Lake St. John and Saguenay regions, *see* Appendix No. 8, General Report on Public Works, 1867 and 1882.

*Overflow of Lake St. John.*

Mr. Thos. Guerin, one of the Engineers of the Department of Public Works, who has devoted many years to the investigation of questions connected with hydraulics, was instructed, in 1885, to ascertain the quantity of water supplied to the lake by its tributaries, in order that a remedy may be suggested for diminishing the overflow, and the consequent inundation of the fertile lands around Lake St. John.

His survey was completed during the autumn of 1886, excepting the sounding of the Lake.



## No. 13.—RIVER ROUTE.

From Tadoussac, at the mouth of the River Saguenay, to the upper end of Lake St. John, as measured on the Admiralty Chart corrected up to 1871, and on the Map published by the Department of Crown Lands in Quebec, in 1880.

Names of Places.	DISTANCE IN MILES.		Per Chart.	Width of River Saguenay in Miles.		On which side of River Saguenay.	Depths at centre of River Saguenay during Low Tide.	Anchorage	Remarks.
	Per printed Sailing directions.			River Saguenay in Miles.					
	Nautical.	Statut		Nautical	Statute.				
Tadoussac.....	0-00	0-00	0-75	0-86	On N.E. shore...	Fathoms. 104	Anchorage	Hills in rear 400 feet high.	
Anse-à-l'Eau.....	0-50	0-58	0-80	0-92	do .....	88	do	Hills in rear 1,080 feet high.	
Anse-à-la-Barque.....	1-00	1-10	1-10	1-27	do .....	100	do	do	
St-Etienne Bay and River. . .	10-50	9-00	1-15	1-32	On S.W. shore....	50	do	do	
St-Marguerite River.....	13-00	14-35	1-00	1-15	On N. shore .....	72	do	do	
Iles St-Louis (lower end).....	17-00	24-90	1-30	1-50	3/4 m. from S shore .....	39	do	do	
Île-St-Barthélemy.....	18-00	16-50	1-20	1-38	Near N. shore....	90	do	do	
River Petit-Saguenay.....	18-50	21-28	1-30	1-50	On S. shore.....	90	do	do	
Anse-St-Jean and River .....	24-00	21-80	2-50	2-88	do .....	118	do	do	
Cape Eternity Cove.....	28-00	32-20	2-00	2-30	On S.W. shore....	146	.....	Hills in rear of sienitic granite, 1,500 feet high.	
Cape Eternity.....	30-00	33-78	0-90	1-04	On S. shore.....	145	.....	do	
Trinity Point.....	32-00	36-80	1-70	1-96	On N. shore.....	142	.....	do	
Tableau.....	35-00	40-25	1-30	1-50	On S. shore.....	118	Anchorage	Hills of sienitic granite and gneiss.	
Descente-des-Femmes.....	42-00	40-20	1-90	2-18	On N. shore .....	80	do	do	
Cap-à-l'Est.....	47-50	45-00	1-80	2-07	do .....	80	do	do	
Midway between.....	47-00	46-00	1-80	2-07	do .....	5 near shore	do	do	
Cap-à-l'Ouest or.....	46-60	53-59	1-20	1-38	In channel .....	60	do	do	
Foot of Baie-des-Ha! Ha!.....	55-00	52-40	2-50	2-88	On W. shore .....	3 1/2	do	do	
Head of Baie-des-Ha! Ha!.....	53-00	50-00	1-60	1-84	On N. shore .....	2	do	do	
Petits-Ilets.....	55-00	56-50	1-50	1-73	do .....	2 to 1	do	do	
Pointe-aux-Roches.....	57-00	55-00	0-45	0-52	On S. shore .....	No soundings....	Tide ends..	do	
Chicoutimi.....	61-93	71-23	0-40	0-46	do .....	do	do	do	
River Chicoutimi.....	62-80	72-22	0-20	0-23	On N. shore .....	do	do	do	
Riv.-des-Vases, Terres-Rompues	67-15	77-22	to 0-50	to 0-58	do .....	do	do	do	
River Shipshaw.....	68-02	78-22	0-40	.....	do .....	do	do	do	
Rivière-aux-Sables.....	69-76	80-22	.....	.....	On S. shore ....	do	do	do	
Grand-Remousor Township line of Kinogami or Rivière des Aulnaies.....	73-02	83-97	0-50	0-58	On N. shore .....	do	do	do	

No. 13.—RIVER ROUTE from Tadoussac, at the mouth of the River Saguenay, &c.—*Concluded.*

Names of Places.	DISTANCE IN MILES.				Width of River Saguenay in Miles.		On which side of River Saguenay.	Depths at centre of River Saguenay during Low Tide.	Anchorage.	Remarks.
	Per printed Sailing directions.	Nautical.		Statute.	Nautical.	Statute.				
River Duels.....	.....	.....	76-50	87-97	.....	.....	On N. shore .....	No soundings....		
River Gervais.....	.....	.....	82-58	94-97	.....	.....	do .....	do		
Junction of Grande and Petite-Décharges.....	.....	.....	86-28	99-22	.....	.....	Between N. & S. ....	do		
Mouth of Petite-Décharge, at foot of Lake St. John.....	.....	.....	93-50	110-97	0-50	0-58	N.E. end of Lake .....	do	.....	In a westerly direction, at E. end of Lake St. John.
Mouth of Grande-Décharge, at foot of Lake St. John.....	.....	.....	97-58	112-22	1-00	1-15	do .....	do	...	In a N.W. direction, at E. end of Lake St. John.
River Mistassini, <i>via</i> Grande-Décharge.....	.....	.....	119-32	137-22	0-65	0-75	N.W. end of Lake .....	do	...	On a direct line across Lake to its western or upper end.
River Mistassini, <i>via</i> Petite-Décharge.....	.....	.....	118-02	135-72	.....	.....	do .....	do	.....	
River Peribonca, <i>via</i> Petite-Décharge.....	.....	.....	113-45	130-47	0-87	1-00	Most northerly shore of Lake. ....	do		
River Chomouchouan <i>via</i> Petite-Décharge.....	.....	.....	118-23	135-97	0-44	0-50	S.W. end of Lake .....	do		
River Onatchouan, <i>via</i> Petite-Décharge.....	.....	.....	113-02	129-97	.....	.....	On S. shore do .....	do		
River Metabetchouan, <i>via</i> Petite-Décharge.....	.....	.....	107-80	123-97	.....	.....	do .....	do		

NOTE.—The distances measured on the Admiralty Chart are correct. The distances given by the sailing directions in the St. Lawrence Pilot, published in 1880, from St-Etienne Bay to Chicoutimi, appear to include 1½ miles from Tadoussac down to the mouth of the Saguenay.

No. 14.—STATEMENT showing the number of Trips, Tonnage and Crew of Steamers which have called at Chicoutimi, and at other places on the Saguenay, from 1840 to 1886, inclusively.

Year.	Number of Trips.	Tonnage.	Crew.	Steamers.
1840 .....	2	524	40	Unicorn.
1841 .....	1	262	20	do
1842 .....	1	250	20	North America.
1843 .....	5	1,830	120	do and Alliance.
1844 .....	4	1,165	90	Alliance.
1845 .....	5	861	95	Pocahontas.
1846 .....	6	1,128	112	Lady Colborne.
1847 .....				
1848 .....	3	1,620	60	Alliance.
1849 .....	9	1,035	135	Rowland Hill.
1850 .....	9	1,035	135	do
1851 .....	9	1,035	135	do
1852 .....	9	1,035	135	do
1853 .....	15	2,145	225	Saguenay.
1854 .....	15	2,145	225	do
1855 .....	15	2,145	225	do
1856 .....	15	2,145	225	do
1857 .....	15	2,145	225	do
1858 .....	15	2,145	225	do
1859 .....	15	2,145	225	do
1860 .....	15	2,145	225	do
1861 .....	19	5,320	570	Magnet.
1862 .....	19	5,320	570	do
1863 .....	19	5,320	570	do
1864 .....	21	5,880	630	do
1865 .....	21	5,880	630	do
1866 .....	31	8,505	930	do and Champion.
1867 .....	54	27,706	2,085	do and Union.
1868 .....	42	19,880	1,560	do do
1869 .....	77	36,593	2,255	do do
1870 .....	84	39,526	2,395	Advance, St. George, Magnet, Union and Clyde.
1871 .....	89	41,568	2,585	do do
1872 .....	80	30,155	1,630	Union and Clyde.
1873 .....	14	6,100	280	St. George, Clyde, Union, Saguenay.
	91	77,208	2,730	
1874 .....	81	71,148	2,400	Saguenay, Union, St. Lawrence.
1875 .....	88	76,666	2,640	do do
1876 .....	90	81,115	2,700	do do
1877 .....	96	82,356	2,880	do do
1878 .....	106	92,861	3,180	do do
1879 .....	78	72,929	2,340	do and St. Lawrence.
1880 .....	77	73,985	3,250	do do
1881 .....	100	69,598	3,500	do Union, St. Lawrence and Chicoutimi.
1882 .....	67	66,959	2,880	do and St. Lawrence.
1883 .....	78	70,256	3,120	do and Union.
1884 .....	85	70,095	3,400	do do
1885 .....	78	60,337	3,110	St. Lawrence, Union and Druid.
1886 .....	106	68,193	4,457	St. Lawrence, Union and Magnet.

\*In 1847 steamers were engaged conveying immigrants from Grosse-Ile to Montreal.

See No. 72,680, dated 24th November, 1886, from A. Gaboury, Secretary of the St. Lawrence Steam Navigation Company, Quebec.

N.B. Between 1840 and 1860 the steamers Admiral, Lord Sydenham, Princess Royal, Dorchester, Lady Elgin and Mayflower also made a few trips to Ha! Ha! Bay with passengers and freight.

[1886]

225



No. 15 — STATEMENT of Sea going Vessels which have loaded at and left the Ports of the Counties of Chicoutimi and Saguenay, from 1840 to 1885, inclusively, showing Number of Vessels, their Tonnage and Crew, for each year and each Port.

Year.	Chicoutimi.			Tadoussac.			Les Ecoumains.			Saut-au-Cochon.		
	No. of Vessels.	Tons Register.	Crew.	No. of Vessels.	Tons Register.	Crew.	No. of Vessels.	Tons Register.	Crew.	No. of Vessels.	Tons Register.	Crew.
1840.....												
1841.....												
1842.....												
1843.....												
1844.....												
1845.....												
1846.....												
1847.....												
1848.....												
1849.....												
1850.....												
1851.....												
1852.....	45	19,908	617									
1853.....	23	10,478	329									
1854.....	23	13,738	358									
1855.....	9	5,771	160									
1856.....	26	12,235	285									
1857.....	21	13,480	324									
1858.....	13	8,749	232									
1859.....	28	14,634	406									
1860.....	31	15,683	475									
1861.....	31	21,999	541									
1862.....	13	10,758	263									
1863.....	21	12,244	310									
1864.....	19	12,395	310									
1865.....	18	14,767	385									
1866.....	28	19,812	533									
1867.....	13	7,892	174									
1868.....	17	12,301	304									
1869.....	25	17,215	383	18	11,275	254	8	8,215	246			
1870.....	15	11,355	243	6	4,926	101						
1871.....	15	11,714	242	4	2,057	50						
1872.....	34	22,077	494	1	531	12						
1873.....	31	19,826	458	3	1,715	38						
1874.....	44	25,270	620	7	3,170	79		3,127	76			
1875.....	34	17,266	442	5	2,021	57	1	654	14	6	498	14
1876.....	28	15,682	379	3	776	29	5	1,214	61	3	3,275	77
1877.....	27	18,093	398	5	3,215	73	1	271	91	8	1,454	35
1878.....	34	23,375	505	7	2,735	77	5	1,752	59	8	4,441	101
1879.....	34	18,160	420	6	2,583	67				5	3,745	102
1880.....	42	23,907	543	4	1,855	48				8	3,631	73
1881.....	34	19,584	431	8	4,104	96	7	2,578	80	10	4,494	117
1882.....	29	17,614	372	2	1,149	26	8	3,971	104	7	3,777	85
1883.....	36	20,831	452	4	2,306	52	7	3,424	92	5	2,894	62
1884.....	33	17,058	384	3	2,007	43	4	1,729	36	10	4,512	115
1885.....	36	21,946	428	6	2,326	59	11	5,256	135	7	3,298	81
1886.....	26	13,576	289	14	7,353	147	2	789	20	8	4,250	95
								1,140	21	10	4,415	94

See No. 73,085, dated 7th December, 1886, from Hon. J. G. Blanchet, Collector of Customs, Quebec.  
For further details see Appendix No. 8, General Report on Public Works, 1867-1882.

## No. 16.—RIVER ST. LAWRENCE AND DAWSON ROUTE.

No. 5.—From Strait of Belle-Ile to Port Arthur (Prince Arthur's Landing), on north shore of Lake Superior, and to Winnipeg.

From	To	Sections of Route.	Statute Miles.	
			Inter- mediate	Total to Strait of Belle-Ile.
Strait of Belle-Ile.....	Quebec.....	Gulf and River St. Lawrence	826	826
Quebec.....	Foot of Saut-Ste-Marie.....	Rivers and Lakes on the St. Lawrence.....	1,160	1,986
Foot of Saut-Ste-Marie...	Head of Saut-Ste-Marie....	Saut-Ste-Marie Canal.....	1	1,987
Head of Saut-Ste-Marie...	Pointe-aux-Pins.....	River St. Mary.....	7	1,994
Pointe-aux-Pins.....	Port Arthur.....	Lake Superior.....	270	2,364
Port Arthur.....	Lake Shebandowan.....	Dawson Route, by land.....	45	2,309
Lake Shebandowan.....	Foot of Rainy River.....	Dawson Route, by chain of lakes and portages.....	192	2,501
Foot of Rainy River.....	Head of Rainy River.....	Dawson Route, by Fort Frances Canal.....	$\frac{1}{6}$	2,501 $\frac{1}{6}$
Head of Rainy River.....	North-West Angle of Lake of the Woods.....	Dawson Route, by Rainy River and Lake of the Woods.....	119 $\frac{5}{8}$	2,621
North-West Angle of Lake of the Woods.....	Fort Garry, Winnipeg.....	Dawson Route, by land.....	96	2,716

The steamboat voyage from Collingwood to Port Arthur is ..... 530 Statute miles.

Length of Dawson Route, chain of lakes and portages, from Port Arthur

to Fort Garry, Winnipeg..... 452 do do

Canadian Pacific Railway, from Port Arthur to Winnipeg..... 429 do do

For details respecting route between Lake Superior and the Red River at Fort Garry (Winnipeg), see Reports of S. J. Dawson, C.E., dated 20th April, 1868, and 1st May, 1869, printed by order of the House of Commons of Canada, in 1868 and 1869.

Three powerful Clyde built steamships, lighted by electricity, the "Algoma," "Alberta" and "Athabaska," were placed on the route from Owen Sound, Lake Huron, through the Saut-Ste-Marie Canal, to Port Arthur, Lake Superior, by the Canadian Pacific Railway Company in 1884.

One of these steamships, the "Algoma," a propeller of about 1,153 net tons, was destroyed on 7th November, 1885, during a snow storm and gale, on Lake Superior, when on her voyage from Owen Sound, Lake Huron, to Port Arthur, Lake Superior. She stranded on the south shore of Ile-Royal through an error in judgment, it appears. Thirty of the crew and eight passengers were lost; twelve of the crew and two passengers were saved. The trim of the vessel is given as 7 ft. 2 in. forward and 13 ft. 4 in. aft, when the accident occurred. The steamship was valued at \$225,000, exclusive of the cargo, \$17,000.

[1886]

227

No. 17.—TABLE of approximate distances between various points, from Mouth of Red River, at Head of Lake Winnipeg, down to Grand Rapid, at Mouth of the North or Main Saskatchewan, towards foot of Lake, and thence along the Saskatchewan up to Fort Edmonton, as per maps published in 1878, 1880, &c.

Names of Localities.	Inter- mediate distances.	Total distances from Mouth of Red River.
	Miles.	Miles.
<i>Lake Winnipeg.</i>		
1. Mouth of Red River to Mouth of Saskatchewan, or from Head of Lake Winnipeg down to Grand Rapid towards Foot of Lake.....	260	260
<i>North or Main River Saskatchewan.</i>		
2. Mouth of Saskatchewan, on Lake Winnipeg, at Grand Rapid up to Foot of Cedar Lake.....	20	
3. Foot to Head of Cedar Lake.....	30	
4. Head of Cedar Lake to Cumberland House.....	115	
5. Cumberland House to Tobin's Rapids.....	52	
6. Tobin's Rapids to Fort à la Corne.....	92	
7. Fort à la Corne to Forks, North and South Saskatchewan....	14	
8. Forks of Saskatchewan to Cole's Rapid.....	9	
9. Cole's Rapid to Carlton House.....	71	
10. Carlton House to Battleford, on original Pacific Railway Line.....	110	
11. Battleford to Fort Pitt.....	95	
12. Fort Pitt to Fort Saskatchewan.....	185	
13. Fort Saskatchewan to Fort Edmonton.....	20	
		318
Total from Mouth of Red River to Fort Edmonton, at about 30 miles above intersection of original Pacific Railway Line.....		1,073

See pages 392 to 395, Note A, Appendix No. 8 of General Report on Public Works, 1867 to 1882.

#### No. 18.—REMARKS.

The navigation between the mouth of Red River and Fort Edmonton is performed by three steamers of the Hudson Bay Company, one of which plys between Red River and Grand Falls, near Lake Winnipeg. These falls are impassable for vessels. Here the company has built a tramway, about four miles in length, to overcome the falls, which involves the transshipment of passengers and freight.

A second steamer runs from the head of the falls to Carlton House, say 400 miles.

A third steamer completes the journey, thence to Fort Edmonton, 410 miles.

The entire journey of 1,073 miles is said to occupy about a fortnight.

The depth available during low water is said to be from 3 to 4 feet or less.

For further details, see Appendix, page 65, Public Works Report, 1879-80, No. 11,090.

For distances from Prince Arthur's Landing to Winnipeg and westward by Canadian Pacific Railway, see tables of Appendix No. 30, Parts III and IV., of General Report on Public Works, 1867 to 1882; see also comparative tables of distances from Liverpool, England, on the Atlantic, to Yokohama, Japan, on the Pacific, by the shortest ocean and railway routes, Part IV of this Appendix.



## No. 19.—NAVIGABLE WATERS—Manitoba and North West Territories.

Names of Rivers and Lakes.	Length.	Mean Width.	Mean Depth.	Remarks.
	Miles.	Feet.	Feet.	
Lake Winnipeg.....	300	.....	.....	The "Anson Northup," the first steamer, commenced running in 1859.
Lakes Manitoba and Winnipegosis	230	.....	.....	
Red River (within Manitoba).....	90	.....	.....	
Assiniboine River.....	350	150	4	
Souris River (probable).....	120	100 to 135	2 to 3½	See No. 18. The "Lily," an iron steamboat belonging to the Hudson Bay Company, has been running on this river since 1877.
Qu'Appelle River and Lakes.....	200	70 to 100	2 to 4½	
Long Lake.....	40	.....	.....	
Main Saskatchewan.....	400	.....	.....	
North do.....	800	.....	.....	
South do.....	1,000	750 to 2,000	5 to 8	
Athabaska River and Lake.....	500	800	.....	
Peace River.....	700	.....	.....	
Mackenzie River and Slave Lake...	1,500	1,200 to 3,000	20 to 300	
Little Slave Lake.....	75	.....	.....	

## No. 20.—RIVER SASKATCHEWAN.

EXTRACT FROM MACOUN'S WORK ON MANITOBA AND THE GREAT NORTH-WEST,  
PUBLISHED IN 1882.

An appropriate estimate of the number of cubic feet of water passing down the South Branch, the North Branch, and the Main Saskatchewan, made by Prof. H. Y. Hind, in 1858, gives the following result:—

	Cubic Feet per Hour.
South Branch.....	123,425,616
North Branch.....	91,011,360
Main Saskatchewan, at Fort à la Corne.....	214,441,290
do do near Deering River.....	206,975,000

For particulars respecting the Saskatchewan, see pages 392 to 395 of General Report on Public Works, 1867 to 1882.

For further particulars about the Saskatchewan River, see the Report made by Prof. H. Y. Hind, and published by order of the Legislature of Canada, 1859.

[1886]

229

No. 21.—NAMES of Vessels which were navigating the waters of Manitoba and North-West Territories in 1878 and 1879, as per Macoun's Work, published in 1882.

Name of Vessel.	Name of River or Lake Navigated.	Canadian or American Vessel.	Remarks.
Alpha .....	Assiniboine and Lower Red Riv	Canadian .....	Owned by the Winnipeg and Western Transportation Company.
Cheyenne .....	do .....	do .....	
Swallow .....	Lower Red River	do .....	
Prince Rupert .....	do .....	do .....	
Keewatin .....	do .....	do .....	
Ellen .....	do .....	do .....	Owned by the Hudson Bay Company.
Colville .....	Lake Winnipeg.	do .....	
Northcote .....	Saskatchewan.	do .....	
Lilly .....	do .....	do .....	
Marquette .....	Assiniboine .....	do .....	
Manitoba .....	Red River .....	American .....	Owned by the Kittson or Red River Transportation Company, who own also fourteen barges of 1,800 tons capacity.
Dakota .....	do .....	do .....	
Selkirk .....	do .....	do .....	
Minnesota .....	do .....	do .....	
Grandin .....	do .....	Independent.....	
			Owned by the Great Grandin Farm.

See Appendix No. 8, page 392 of General Report on Public Works, 1867 to 1882.

### PORT NELSON.

No. 22.—EXTRACT FROM MACOUN'S WORK ON MANITOBA AND THE GREAT NORTH-WEST, PUBLISHED IN 1882.

Port Nelson is about eighty miles nearer to Liverpool, *via* Hudson Straits, than is New York. It is at the mouth of a river of the first class, carrying a body of water double that of the north and south branches of the Saskatchewan combined, and it reaches the sea through a narrow depression in the Laurentides, having a descent of about 20 inches in a mile, or, in round numbers, 700 feet in a little more than 400 statute miles from the spot where it debouches from Lake Winnipeg.

Port Nelson, moreover, is about the same distance from the edge of a vast fertile region in the North-West, exceeding 200,000,000 of acres in area, as Quebec is from Toronto.

For more than 200 years, from two to five sailing vessels on an average, frequently with war ships convoying them, have sailed annually from Europe and America to Port Nelson, or other ports in Hudson Bay, and returned with cargoes the same season *via* the only available route, Hudson Straits.

For details respecting the navigation of Hudson Bay, see Appendix No. 8, pages 390 to 392, General Report, 1867 to 1882.

For notes respecting the Arctic regions and Hudson Bay route, see pages 398 to 405 of the same report.

In 1884, 1885 and 1886, a vessel has been sent by the Federal Government out to Hudson Bay, to ascertain the duration of the season of navigation thereon, and the facilities of access and egress for vessels frequenting the same.

Lieut. Andrew R. Gordon, R. N., commander of the expedition, states, in his report of 1885, respecting the voyages accomplished in 1884 and 1885:—

1. That in his opinion the temperature in the Straits is such as to prevent navigation therein from November to April inclusively.

2. That it may reasonably be taken for granted, that, during ordinary years, the ice is not sufficiently broken for the passage of merchant vessels before the 1st of July.

3. That if a vessel can force its way through in July, it will run no serious risk, but will be delayed more or less during various years.

Her Majesty's screw steamship "Alert," of about 700 tons, with surface-condenser engines of 50 nominal horse power and a speed of about  $8\frac{1}{2}$  knots, per hour, during calm weather, or an average speed of 6 knots, with from 4 to 6 tons of coal, per day, was used during the expeditions of 1885 and 1886. When in the ice packs, only one boiler was used, and the vessel consumed only 2 tons of coal, per day, the speed being 4 knots.

The 23rd of June was the time fixed for the departure of the "Alert" from Halifax for the last expedition, the report on which will be submitted during the next Session of the Federal Parliament, 1887.

No. 23.—TABLE OF PRINCIPAL RIVERS throughout the World compared with the Rivers St. Lawrence and Ottawa.

Names.	Area of Drainage in Square Miles.	Length in Miles.	Discharge in Cubic Feet per Second.			Authority.
			Low Water.	Mean.	High Water.	
Amazon.....	2,400,000	4,000	.....	.....	1,700,000	Encyclopædia Britannica
Mississippi.....	1,226,000	4,400	447,200	.....	1,270,000	C. Ellet, jun.
St. Lawrence.....	565,000	2,600	.....	900,000	.....	A. J. Russell, Esq.
Niagara.....	237,300	.....	370,589	389,000	406,000	New York State Reports.
Ganges.....	432,000	1,680	86,300	207,000	494,207	Sir O. Lyell.
Nile.....	520,200	2,240	23,100	220,000	.....	Encyclopædia Britannica
Ohio, at Wheeling....	25,000	.....	1,400	.....	260,277	C. Ellet, jun.
Thames.....	5,000	215	1,330	.....	7,900	Encyclopædia Britannica
Rhone.....	38,000	560	7,000	21,000	204,000	D'Aubuisson.
Rhine.....	88,000	700	13,400	33,700	164,000	do
Ottawa (Grenville)...	80,000	700	35,000	85,000	150,000	Ottawa Survey.
French River.....	4,700	.....	9,500	.....	.....	do

See Report of T. C. Clarke, C.E., 2nd January, 1860, on Ottawa Ship Canal Survey.

[1886]



## No. 24.—COMPARISON of Ottawa and St. Lawrence Routes.

No.	Name of Route.	Distances—Chicago to Montreal.				Lockage.		
		Lakes.	River.	Canal.	Total.	Up.	Down.	Total.
		Miles.	Miles.	Miles.	Miles.	Feet.	Feet.	Feet.
1	Welland Canal.....	1,145	132	71	1,348	.....	535	535
2	Toronto and Georgian Bay .....	775	155	120	1,050	130	675	805
3	French River and Ottawa, according to Walter Shanly's project*	575	347	58	980	83	615	698

\* N.B.—Estimated cost, per project of Walter Shanly, \$24,000,000, comprising enlargement of Lachine and other canals on the route.

Estimated cost, per project of T. C. Clarke, \$12,000,000, exclusive of enlargement of Lachine Canal.

See Appendix No. 30, General Report on Public Works, 1867-82.

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APPENDIX No. 24.

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PART II.

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TABLES OF DISTANCES, ETC., ETC.

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OCEAN ROUTES

BETWEEN THE

Principal Ports of Canada and United States, in  
North America.

AND THOSE OF

FOREIGN COUNTRIES.

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APPENDIX No. 24—*Continued.*

## PART II.

## INDEX TO TABLES OF DISTANCES.

- No. 1.—Quebec to Liverpool *via* Strait of Belle-Ile and Malin Head, north of Ireland.
- No. 2.—Head of Lake Superior to Liverpool *via* Strait of Belle-Ile and north of Ireland.
- No. 6.—Distances to Liverpool from Halifax, N.S., St. John, N.B., Portland, Me., and Quebec.
- No. 7.—Principal sea-ports of North America to Galway, Liverpool, Havre, Havana, and Rio Janiero.
- No. 8.—Canadian and Brazilian Mail Line of Steamships.
- No. 9.—The principal ocean steam routes throughout the world, from England to the West or to North America, West Indies, South America, Asia, &c.
- No. 10.—The principal ocean steam routes throughout the world, from England to the East or to India, China, Japan and Australia, by overland route.
- No. 11.—The principal ocean steam routes throughout the world, from England to the East by the Cape of Good Hope.
- No. 12.—Table of latitudes and longitudes of principal Canadian ports.
- No. 13.—Great circle of air line distances from principal ports of North America and Newfoundland to England and Japan,
- No. 14.—Definition of geographical or nautical and statute miles.

[1886]

235

No. 1.—Quebec to Liverpool, *viâ* Strait of Belle-Ile and Malin Head, North of Ireland.

From	To	Sections of Navigation.	Geographical Miles.	Statute Miles.
Quebec.....	Saguenay.....	River St. Lawrence.....	106	122
Saguenay.....	Father Point.....	do .....	53	61
Father Point.....	Lighthouse, west end Anticosti...	do .....	176	202
West end of Anticosti.	Cape Whittle, Labrador Coast....	Gulf of St. Lawrence.....	175	201
Cape Whittle.....	Belle-Ile Lighthouse, east entrance to Strait. ....	do .....	200	240
Belle-Ile.....	Malin Head, North of Ireland.....	Atlantic Ocean .....	1,750	2,013
Malin Head.....	Liverpool.....	do and Irish Sea .....	192	221
Total from Quebec to Liverpool, <i>viâ</i> Belle-Ile and Malin Head, North of Ireland			2,661	3,060

No. 2.—Head of Lake Superior to Liverpool, *viâ* Strait of Belle-Ile and North of Ireland.

Sections of Navigation.	Geographical Miles.	Statute Miles.
Head of Lake Superior, at Fond-du-Lac, to Quebec.....	1,355	1,558
Quebec to Liverpool, <i>viâ</i> Strait of Belle-Ile and North of Ireland.....	2,661	3,060
Total from head of Lake Superior to Liverpool, <i>viâ</i> Belle-Ile and Malin Head, North of Ireland. ....	4,016	4,618
Route <i>viâ</i> Strait of Belle-Ile shorter than <i>viâ</i> Cape Race.....	158	182

N.B.—Strait of Belle-Ile, 80 miles long by 14 average breadth.

No. 3.—Quebec to Liverpool, *viâ* Cape Race and Malin Head, North of Ireland.

From	To	Sections of Navigation.	Geo- graphical Miles.	Statute Miles.
Quebec.....	Saguenay.....	River St. Lawrence.....	106	122
Saguenay.....	Father Point.....	do .....	53	61
Father Point.....	Métis Point.....	do .....	22	25
Métis.....	Cap Ste.-des-Monts.....	do .....	71	82
Cap Ste-Anne-des-Monts...	Cap de-la-Madeleine.....	do .....	46	53
Cap de-la-Madeleine.....	Fame Point.....	do .....	29	33
Fame Point.....	Cap des Rosiers.....	do .....	25	29
Cap des Rosiers.....	Cap St-Pierre de Miquelon.	Gulf of St. Lawrence .....	343	394
Cap St-Pierre de Miquelon.	Cape Race .....	Atlantic Ocean.....	132	152
Cape Race .....	Malin Head.....	do .....	1,800	2,070
Malin Head.....	Liverpool.....	do and Irish Sea	192	221
Total from Quebec to Liverpool, <i>viâ</i> Cape Race and Malin Head, North of Ireland			2,819	3 242

No. 4.—Head of Lake Superior to Liverpool, *viâ* Cape Race and North of Ireland.

Sections of Navigation.	Geo- graphical Miles.	Statute Miles.
Head of Lake Superior, at Fond-du-Lac, to Quebec.....	1,355	1,558
Quebec to Liverpool, <i>viâ</i> Cape Race and North of Ireland.....	2,819	3,242
Total from Head of Lake Superior to Liverpool, <i>viâ</i> Cape Race and Malin Head, North of Ireland..	4,174	4,800
N.B.—Route <i>viâ</i> Cape Race longer than <i>viâ</i> Strait of Belle-Ile.....	158	182

No. 5.—Port Arthur (Prince Arthur's Landing), North Shore of Lake Superior to Liverpool, *viâ* Strait of Belle-Ile and North of Ireland.

Sections of Navigation.	Geo- graphical Miles.	Statute Miles.
Port Arthur, North Shore of Lake Superior, to Quebec.....	1,250	1,438
Quebec to Liverpool, <i>viâ</i> Strait of Belle-Ile and Malin Head, North of Ireland.....	2,661	3,060
Total from Port Arthur to Liverpool, <i>viâ</i> Belle-Ile and Malin Head, North of Ireland.....	3,911	4,498
N.B.—Route <i>viâ</i> Cape Race longer than <i>viâ</i> Strait of Belle-Ile.....	158	182



No. 6.—Distance to Liverpool, from Halifax, N. S.; St. John, N. B.; Portland, State of Maine; and Quebec, as measured on Colton's Map of 1861.

Halifax to Liverpool, *viâ* Cape Clear.

From	To	Sections of Navigation.	Distance in Miles.	
			Geographical.	Statute.
Halifax, N. S. ....	Cape Clear.....	Across Atlantic to S. W. end of Ireland...	2,200	2,530
Cape Clear.....	Liverpool.....	Up St. George's Channel.....	330	380
		Total.....	2,530	2,910

St. John to Liverpool, *viâ* Cape Clear.

St. John, N.B. ....	Cape Sable.....	Across Bay of Fundy to S.W. end of Nova Scotia .....	180	207
Cape Sable.....	Cape Clear.....	Across Atlantic to S.W. end of Ireland....	2,310	2,656
Cape Clear.....	Liverpool.....	Up St. George's Channel.....	230	380
		Total.....	2,820	3,243

Portland to Liverpool, *viâ* Cape Sable and Cape Clear.

Portland, State of Maine.	Cape Sable.....	Across Bay of Fundy to S.W. end of Nova Scotia .....	210	242
Cape Sable.....	Cape Clear.....	Across Atlantic to S.W. end of Ireland....	2,310	2,656
Cape Clear.....	Liverpool.....	Up St. George's Channel.....	330	380
		Total.....	2,850	3,278

Quebec to Liverpool, *viâ* Cape Race and North of Ireland.

Quebec.....	Cape Race.....	River and Gulf of St. Lawrence. to S.W. point of Newfoundland .....	827	951
Cape Race.....	Malin Head.....	Across Atlantic to N. end of Ireland. ....	1,800	2,070
Malin Head.....	Liverpool.....	Down North Channel.....	182	221
		Total.....	2,819	3,242

Quebec to Liverpool, <i>viâ</i> Strait of Belle-Ile and Malin Head, North of Ireland.....	2,661	3,060
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For further particulars see preceding tables of distances.

No. 7.—TABLE of distances from the principal seaports in North America to Galway, Liverpool, Havre, Havana and Rio Janeiro.

	Geographical Miles.
Portland Me., to Liverpool.....	2,850
Louisburg, N.S., to Galway .....	2,100
do Liverpool .....	2,350
do Havre .....	2,450
do Havana ... ..	1,700
do Rio Janeiro .....	5,200
Halifax, N.S., to Galway .....	2,240
do Liverpool .....	2,500
do Havre.....	2,600
do Havana .....	1,600
do Rio Janeiro.....	5,100
St. John, N.B., to Galway .....	2,450
do Liverpool .....	2,700
do Havre.....	2,800
do Havana .....	1,550
do Rio Janeiro.....	5,050
Quebec to Louisburg, <i>via</i> Cape North.....	742
do Galway { <i>Via</i> Belle-Ile.....	2,392
do { do Cape Race .....	2,700
do { <i>Via</i> Belle-Ile (2,661 Colton's	
do { Map).....	2,649
do { do Cape Race (2,819 do	2,808
do { <i>Via</i> Belle-Ile.....	2,810
do { do Cape Race .....	2,939
do Havana .....	2,891
do Rio Janeiro.....	5,546
Boston to Galway .....	2,600
do Liverpool.....	2,895
do Havre .....	2,993
do Havana .....	1,530
do Rio Janeiro.....	4,935
New York to Galway .....	2,700
do Liverpool.....	3,095
do Havre .....	3,228
do Havana .....	1,240
do Rio Janeiro.....	4,885
Philadelphia to Liverpool.....	3,275
do Havre .....	3,358
do Havana .....	1,180
do Rio Janeiro .....	4,990
Baltimore to Liverpool .....	3,450
do Havre .....	3,543
do Havana .....	1,160
do Rio Janeiro.....	5,000
Richmond to Liverpool.....	3,380
do Havre.....	3,473
do Havana .....	1,090
do Rio Janeiro.....	4,930
New Orleans to Liverpool .....	4,780
do Havre.....	4,838
do Havana .....	595
do Rio Janeiro .....	5,315

## No. 8.—CANADIAN and Brazilian Mail Line of Steamships.

From	To	Inter- mediate Mileage.	Total Distances	Remarks.
Montreal.....	Quebec.....	160	.....	This Company only ran its steamers for a short time, and then suspended service, on account of its inability to comply with the conditions imposed by the French Government to enable it to claim the subsidy promised by that Government. See Appendix No. 30, Part II, Rep. Pub. W., 1867-82.
Quebec.....	Gaspé.....	350	510	
Gaspé.....	Halifax.....	400	910	
Halifax.....	St. Thomas.....	1,584	2,494	
St. Thomas..	Para.....	1,326	3,820	
Para.....	Maranhao.....	390	4,210	
Maranhao.....	Ceara.....	440	4,650	
Ceara.....	Pernambuco ..	390	5,040	
Pernambuco.....	Bahia.....	430	5,470	
Bahia.....	Rio Janeiro.....	825	6,295	
		6,295		

## No. 9.—The principal Ocean Steam Routes throughout the world, with Distances in Nautical or Geographical Miles, and the average time in days, from England to the West—Canada, United States, West Indies, South America, Asia, &amp;c.

From	To	Miles from Eng- land.	Days from Eng- land.	Remarks.
Liverpool .....	New York .....	3,046	12	
do .....	Quebec .....	2,661	10	
Southampton .....	St. Thomas (West Indies).....	3,570	14	
do .....	Jamaica do .....	4,270	17	
do .....	Colon or Aspinwall (Central America)...	4,820	19	
do .....	Panama do .....	4,860	20	
do .....	Callao (South America).....	6,250	29	
do .....	Valparaiso do .....	7,650	39	
do .....	Demerara do .....	4,460	20	
do .....	Bahia (Brazil).....	4,408	22	
do .....	Rio Janeiro (Brazil).....	5,140	26	
do .....	Buenos Ayres (La Plata) .....	6,178	31	
do .....	San Francisco (by Panama) .....	8,190	35	
do .....	Victoria, B.C. do .....	8,950	42	
do .....	Wellington (New Zealand) (by Panama).....	11,400	48	
do .....	Yokohama (Japan) do .....	12,710	56	
do .....	Shanghai (China) do .....	13,745	61	



No. 10.—The Principal Ocean Steam Routes throughout the World, with Distances in Nautical or Geographical Miles, and the average time in days, from England to the East—India, China, Japan and Australia, by Overland Route.

From	To	Miles from England.	Days from England.	Remarks.
Southampton .....	Gibraltar, Europe .....	1,151	5	
do .....	Malta, Mediterranean .....	2,132	9	
do .....	Alexandria, Africa .....	2,951	14	
do .....	Suez do .....	3,203	15	
do .....	Aden do .....	4,511	21	
do .....	Bombay, India .....	6,175	30	
do .....	Galle, Ceylon, India .....	6,645	32	
do .....	Madras do .....	7,190	36	
do .....	Calcutta do .....	7,960	40	
do .....	Penang do .....	7,858	38	
do .....	Singapore do .....	8,239	40	
do .....	Hong Kong, China .....	9,676	49	
do .....	Shanghai do .....	10,546	54	
do .....	Pekin do .....	11,273	59	
do .....	Nagasaki, Japan .....	11,016	60	
do .....	Yokohama, Yedo (re-named Tokio), Japan .....	11,586	65	
do .....	King George's Sound, Australia .....	9,975	48	
do .....	Melbourne do .....	11,315	54	
do .....	Sydney do .....	11,875	57	
do .....	Auckland, New Zealand .....	13,083	61	
do .....	Utuga do .....	12,423	62	

The above may be shortened 4 days by the Continental Route from London to Marseilles *via* Paris and thence to Alexandria in 9 days instead of 14, as in the above *via* Gibraltar.

No. 11.—The Principal Ocean Steam Routes throughout the World, with Distances in Nautical or Geographical Miles, and the average time in days. Route to the East by the Cape of Good Hope.

From	To	Miles from England.	Days from England.	Remarks.
Southampton .....	Cape of Good Hope .....	5,850	38	
do .....	Natal .....	6,570	44	
do .....	Mauritius .....	8,162	53	
do .....	Madras, India .....	13,000	66	
do .....	Calcutta, India .....	13,770	69	
do .....	Melbourne, Australia .....	11,720	60	
do .....	Sydney do .....	12,280	64	
do .....	Otago, New Zealand .....	13,040	70	
do .....	Auckland do .....	13,540	72	
Melbourne, Australia .....	Liverpool, by Cape Horn .....	13,200	66	

See Mercator's Map of the World.

No. 12.—TABLE of Latitudes and Longitudes of Principal Canadian Ports.

	North Latitude.			West Longitude.		
	°	'	"	°	'	"
Halifax, N. S., dockyard observatory .....	44	39	04	63	35	00
Louisburg, N. S., lighthouse.....	45	54	39	59	57	15
Sydney do E. Church tower .....	46	08	45	60	12	50
Pictou do tower of custom house .....	45	40	50	62	42	10
Charlottetown, P. E. I., province building .....	46	14	10	63	07	37
St. John, N. B., time ball on custom house .....	46	16	42	66	03	45
Fredericton, N. B.....	46	03	00	66	38	15
Quebec, Que., citadel.....	46	49	12	71	12	15
Three Rivers, Que.....	46	23	00	72	33	00
Montreal do .....	45	31	00	73	33	00
Ottawa, Ont.....	45	23	00	75	42	00
Kingston, Ont., city clock .....	44	15	15	76	28	30
Toronto do lighthouse on Queen's Wharf .....	43	38	20	79	28	35
Hamilton do .....	43	54	00	79	57	00
Rondeau do lighthouse, south end of east pier....	42	16	35	81	54	25
Port Colborne, Ont., lighthouse, west pier.....	42	53	00	79	19	30
Goderich do do .....	43	45	10	81	32	30
Collingwood do do on breakwater .....	44	31	00	80	02	10
Port Arthur .....	48	24	00	89	28	00
Winnipeg, Manitoba.....	49	52	00	97	08	00
Victoria, B. C.....	48	30	00	123	25	00

## GREAT CIRCLE OR AIR LINE DISTANCES.

No. 13.—GREAT CIRCLE or Air Line Distances in Geographical Miles, as per Map of the Dominion of Canada. Published by order of the Hon. the Minister of the Interior, the 1st November, 1878.

From	To	Miles.
Yokahama, Japan .....	Port Simpson .....	3,865
do .....	Port Moody (Burrard Inlet).....	4,374
do .....	San Francisco .....	4,470
San Francisco.....	New York .....	2,228
do .....	Montreal.....	2,202
Burrard Inlet .....	do .....	1,992
Port Simpson .....	do .....	2,194
St. John, Newfoundland.....	Cape Clear .....	1,670
do .....	Tory Island .....	1,693
Montreal .....	Quebec (River St. Lawrence) .....	145
do .....	Cape Race ( <i>via</i> St. Paul).....	1,013
do .....	Belle-Ile .....	892
Belle-Ile .....	Tory Island .....	1,657
Cape Race .....	do .....	1,736
do .....	Cape Clear .....	1,708
Tory Island.....	Liverpool.....	240
Cape Clear.....	do .....	310
Halifax .....	Cape Race.....	470
Portland.....	do .....	767
Boston.....	do .....	808
New York .....	do .....	1,010

No. 14.—DEFINITION OF GEOGRAPHICAL OR NAUTICAL AND STATUTE MILES.

A nautical mile, or a sea mile, is the length of one minute of longitude of the earth at the equator, at the level of the sea, or the  $\frac{1}{21600}$  part of the earth's equatorial circumference. By the United States standard, and as used by the Coast Survey, its length is 1.152664 common statute or land miles; 1855.11 metres; 2028.69 yards; or 6086.07 feet; consequently, one degree of longitude at the equator=69.160 land miles; and a land mile=0.86755 of a nautical mile. By British Standard the sea mile is about 4 inches longer than by United States. Sometimes one minute of mean latitude is taken as a nautical mile. A minute of latitude at the equator is about 6,046 feet; and at the Poles about 6,107; the mean of which is 6,076½ feet.

Lengths of a degree of longitude in different latitudes, and at the level of the sea. These lengths are in common land or statute miles of 5,280 feet. Since the figure of the earth has never been *precisely* ascertained, these are but close approximations.

Degree of Latitude.	Miles.	Degree of Latitude.	Miles.	Degree of Latitude.	Miles.	Degree of Latitude.	Miles.	Degree of Latitude.	Miles.	Degree of Latitude.	Miles.
0	69.16	14	67.12	28	61.11	42	51.47	56	38.76	70	23.72
2	69.12	16	66.50	30	59.94	44	49.83	58	36.74	72	21.43
4	68.99	18	65.80	32	58.70	46	48.12	60	34.67	74	19.12
6	68.78	20	65.02	34	57.39	48	46.36	62	32.55	76	16.78
8	68.49	22	64.15	36	56.01	50	44.54	64	30.40	78	14.42
10	68.12	24	63.21	38	54.56	52	42.67	66	28.21	80	12.05
12	67.66	26	62.20	40	53.05	54	40.74	68	25.98	82	9.66

Intermediate ones may be found correctly by simple proportion. See Trautwine—at pages 74 and 75.

[1886]





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APPENDIX No. 24.

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PART III.

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TABLES OF DISTANCES, ETC.

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INTERPROVINCIAL ROADS

AND

LAND ROUTES TO THE SEABOARD;

GOVERNMENT RAILWAYS

AND

GOVERNMENT TELEGRAPH LINES,

TOGETHER WITH

TABLES OF THE BRITISH POSSESSIONS THROUGHOUT THE WORLD,

POPULATION AND EXTENT OF THE GLOBE,

AND TABLE OF LARGEST EMPIRES,

ETC., ETC.

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APPENDIX No. 24—*Continued.*

## PART III.

## INDEX OF TABLES OF DISTANCES, &amp;c.

- No. 1. New Road, Quebec to Lake St. John. Distances, &c.  
Railway, Quebec to Lake St. John.—Portions completed and to be completed subsidies, &c.
- No. 2. Land route: Distances around Lake St. John.
- No. 3. Land route: Distances from St-Félicien, near west end of Lake St. John, to St-Jérôme, at south-east end of Lake, and thence to Baie des Ha! Ha!
- No. 4. Population of the Counties of Chicoutimi and Saguenay, from Census of 1881
- No. 5. Table of distances from Quebec to Labrador, along the north shore of the St. Lawrence.
- No. 6. Population of various settlements between Tadoussac and Labrador, on the north shore of the St. Lawrence.
- No. 7. Prince Edward Island Railway and connections.
- No. 8. Distances from Quebec to Maritime Provinces *via* Intercolonial Railway.
- No. 9. Distances from Quebec to Maritime Provinces *via* Témiscouata Road and the Railways in the Valley of the St. John.
- No. 10. Distances from Port Arthur (Prince Arthur's Landing) to Winnipeg, by the Dawson Route.
- No. 11. Distances from Quebec to Port Arthur and Winnipeg *via* North Shore and Canadian Pacific Railway.
- No. 12. Manitoba and North-West Territory: Population, property, navigation.
- No. 13. Government Telegraph Lines constructed and projected. Summary showing proportions of Land and Cable Telegraph Lines owned or operated by the Government in the several Provinces.
- No. 14. Area and population of the Globe; compiled, as far as possible, from the last Official Census of each country.
- No. 15. Table of the British Possessions throughout the world, with their population and area.
- No. 16. Table of largest Empires.
- No. 17. Population of the Globe by races.
- No. 18. Population of the Globe by religions.

[1886]

## No. 1.—DISTANCES—New Road—Quebec to Lake St. John.

From	To	Inter- mediate Mileage.	Total Mileage.
Quebec.....	Boundary Post.....	15	
Boundary Post.....	1st Camp, Lachance (Stoneham).....	8	23
1st Camp, Lachance (Stoneham).....	2nd do Noël.....	11½	34½
2nd do Noël.....	3rd do Lac des Roches.....	9	43½
3rd do Lac des Roches.....	4th do Lake Jacques-Cartier.....	14	57½
4th do Lake Jacques-Cartier.....	5th do Pikauba.....	13	70½
5th do Pikauba.....	6th do Bédard.....	12	82½
6th do Bédard.....	7th do Rivière Upika.....	12	94½
7th do Rivière Upika.....	8th do do Pika.....	10½	105
8th do do Pika.....	9th do do -aux-Ecorces.....	11	116
9th do do -aux-Ecorces.....	10th do Lake Belle-Rivière.....	10½	126½
10th do Lake Belle-Rivière.....	St. Jérôme, at lower end of Lake St. John, on south side.....	14	140½
St. Jérôme.....	Chicoutimi.....	50	

Mail passes three times a week, winter and summer.

Time; 20 hours, Quebec to Lake Jacques-Cartier (per mail).

do 28 hours, Lake Jacques Cartier to St-Jérôme (per mail).

} Mails discontinued  
since 1883.

Total 48 hours, Quebec to Lake St. John (per mail).

Total distance 140½ miles, Quebec to Lake St. John.

Mails in summer are sent by steamer *via* Chicoutimi.

Mails in winter are sent *via* Baie-St-Paul, St-Urbain and Chicoutimi.

## REMARKS.

## MAIL ROAD—QUEBEC TO LAKE ST. JOHN.

Messrs. Blaiklock and Duberger, Provincial Land Surveyors, first examined the country between Quebec and Lake St. John in 1847-48, for a road, but did not find a practical route throughout.

In 1863 Messrs. Vallée and Picard located and opened, at their own expense, the first five miles of the road from Stoneham.

In 1864, with the aid of other citizens from Quebec, they continued to locate and open it as far as Lake Jacques-Cartier, for a total distance of about thirty miles.

Mr. Jean Gagnon afterwards, at the request of the Reverend G. Tremblay, curate of Beauport, located the remainder of the line towards St-Jérôme, on the east side of Lake St. John, and stated that the aggregate length of the hills between Lake Jacques-Cartier and Lake St. John did not exceed three and a-half miles.

In 1877 the Local Government of the Province of Quebec undertook the construction of the road, which is about 24 feet in width.

The depth of snow in winter varies from 3 to 3½ feet.

## RAILWAY—QUEBEC TO LAKE ST. JOHN.

A railway is now in progress of construction since 1879, from Quebec to Lake St. John, running south to Lake St. Joseph, from the crossing of the River Jacques-Cartier direct to St. Raymond, thence *via* River Batiscan and Lake Edward to the Township of Roberval, near the River Ouïatchouan, at Lake St. John, through a considerable extent of good agricultural and finely timbered country, and with practicable grades.

The summit intervening between the St. Lawrence and Lake St. John is 1,348 feet, and is at 123 miles from Quebec.

The summit can be surmounted by grades varying from 20 to 80 feet per mile for most of the distance, and from 80 to 132 on the remainder, say for 25 miles.

According to a report dated 25th November, 1886, from Chas. Baillairgé, City Engineer of Quebec, the quantity of work done and remaining to be done on this railway at the time of his inspection, 13th October, 1886, was as follows:—

Railway.—Quebec to Lake St. John.		Mileage.	
		Intermediate.	Total.
Quebec to St-Raymond.	Operated 1882-83.....	36	
St-Raymond to Lake Simon.	do 1883-84 .....	10	
Lake Simon to Rivière-à-Pierre	do 1884-86.....	12	58
Rivière-à-Pierre to l'Île-Edouard	Section of the River Batiscan.		
	Rails laid, 1885-86 .....	57	115
Île-Edouard Section Eastward.	Ready for rails, November, 1886.....	10	125
Remainder to Lake St John.	To be located and constructed, 1886 87...	50 to 54	175 to 179

Probable total length, when completed.

Quebec to Lake St. John, estimated at 175 to 179 miles.

The settlement of the country, along the line of railway, is progressing rapidly since 1882-83.

In the immediate vicinity of the railway there are 6,000,000 of acres of land, out of which 3,000,000 are reported as being well adapted for settlement.

See report of A. L. Light, Engineer-in-Chief of Government Railways, Province of Quebec, dated 9th March, 1881, in answer to an Order of the House of Commons, dated 14th February, 1881.

N.B.—See next page respecting Subsidies granted to this railway.



No. 1.—SUBSIDIES granted to Railway from Quebec to Lake St. John.  
Probable total length, 179 miles.

Year.	Act.	By whom Granted.	Subsidy.
1882. ....	45 Vic., chap. 14...	By Federal Government— St-Raymond to Lake St. John, 120 miles, subsidized at \$3,200 per mile, not exceeding in the whole .....	\$ 384,000
1883.....	46 do 25...	St-Raymond to Lake St. John, 25 miles, subsidized at \$3,200 per mile, not exceeding in the whole .....	80,000
1885.....	48-49 do 59...	From its junction on the North Shore Railway to St. Raymond, upon condition of the Company extending their road to a point 50 miles north of St. Raymond, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	96,000
1886.....	49 do 10...	To the Quebec and Lake St. John Railway Co., for 95 miles of their railway, from a point 50 miles north of St-Raymond to Lake St. John, in the Province of Quebec, a subsidy not exceeding \$1,961 per mile, nor exceeding in the whole (in addition to the subsidy granted by 45 Vic., chap. 14, and 46 Vic., chap. 25, of \$3,200 per mile) .....	186,000
		Total by Federal Government .....	746,000
1882.....	45 do 23...	The Provincial Government have granted \$5,000 in money and 5,000 acres of land per mile, on 170 miles, by Act 45 Vic., chap. 23, of 1882, and previous acts passed. Total, exclusive of land subsidy.....	\$850,000
1886.....	49-50 do 76...	According to this Act, the land subsidy of 5,000 acres per mile, or of 850,000 acres on 170 miles, may be converted into a cash subsidy of 35c. per acre, payable when the land subsidy is due, and of 35c. additional per acre, after the Government have sold the land, and been paid for it, providing the Company apply for such conversion within 2 years from the passing of this Act, 21st June, 1883. Land subsidy converted into cash, at option of Company .....	\$595,000
		Total by Provincial Government.....	1,445,000
1883.....	.....	The Municipal Council of Quebec, under By-law of 9th Feb., 1883, have granted.....	350,000
		Total subsidies, Quebec and Lake St. John Railway .....	2,541,000
1885.....	48-49 Vic. chap. 59.	By the Federal Government— For a line of railway from the Grand Piles, on the River St. Maurice, to its junction with the Lake St. John Railway, a distance of about 50 miles, in lieu of the subsidy granted by 47 Vic., chap. 8, for a line of railway from the Grand Piles, on the River St. Maurice, to Lake Edward,* a subsidy of.....	217,600

\* This branch line of railway, which is being constructed by "La Compagnie des Basses-Laurentides", has recently been opened to traffic, for a distance of 20 miles, north-eastward, from St. Tite Station, on the Piles Railway. The first train comprised 18 cars with 144 cords of firewood, for distribution amongst the poor of Three Rivers, 1st December 1886.

## LAND ROUTE.

No. 2.—DISTANCES around Lake St. John, as measured on the Map published by the Department of Crown Lands, Quebec, in June, 1880.

Names of Places.	Inter- mediate Distances.	Total Distances	Remarks.
	Statute Miles.	Statute Miles.	
Mouth of Petite-Décharge.....	.....	.....	At E. end of Lake St. John.
St-Gédéon-de-Grand-Mont.....	4 00	4 00	do by road not completed.
Mouth of Belle-Rivière .....	2 50	7 50	do by Shore Road.. .....
St-Jérôme .....	4 50	12 00	At S.E. do do
Mouth of River Metabetchouan.....	6 00	18 00	On S. side of Lake St. John by Shore Road.
Pointe-aux-Trembles, or St-Louis-de- Chambord.....	5 00	23 00	do do
Mouth of River Ouïatchouan.....	4 50	27 50	do do
Notre-Dame-du-Lac, or Roberval. ....	6 00	33 50	On W. do do
Pointe-Bleue Mission, Branch Road.....	See below.		
St-Prime, on S. side River aux Iroquois	8 00	41 50	On S.W. do do
St-Félicien, on S. side of River Cho- mouchouan .....	See below.		
Outlet of River Chomouchouan. ....	1 50	43 00	At S.W. end do
do Mistassini ..	5 50	48 50	At N.W. end do
do Peribonca.....	10 50	59 00	Northernmost end of Lake St. John, no road
Mouth of Grande-Décharge.....	19 25	78 25	N.E. end, or foot of do
do Petite do .....	2 50	80 75	At E. end do do
From Notre-Dame-du-Lac, going north, to Pointe-Bleue Mission or the Indian Reserve .....	4 50	.....	On S. W. side of Lake St. John.
From St-Prime to St-Félicien, on the S. side of the River Chomouchouan, following the shortest road to the river.....	7 50	.....	St-Félicien is seven miles above outlet of River Chomouchouan.
Distance by direct unfinished road....	8 50	.....	Eight and one-half miles from St. Prime to St-Félicien by shortest, unfinished road shown on map of 1880.

N.B.—See Appendix No. 8, of General Report on Public Works 1867-82, containing description of Lake St. John and River Saguenay.

## LAND ROUTE.

No. 3.—DISTANCES from St.-Félicien, near upper or west end of Lake St. John, to St. Jérôme, at south east end of lake, and thence by the shortest post route to the Baie des Ha! Ha! as measured on the map published by the Department of Crown Lands, Quebec, in June, 1880.

Names of Places.	Inter- mediate Distances.	Total Distances.	Remarks.
	Statute Miles.	Statute Miles.	
St-Félicien .....	8 50	38 00	On S. side of River Chomouchouan, seven miles above its outlet at S W. or upper end of Lake St. John.
St-Prime .....	8 00	29 50	At S.W. end of Lake St. John. Shore Road.
Pointe-Bleue Mission—Indian Reserve	.....	.....	Branch road, 4½ miles N. from Notre Dame.
Notre-Dame-du-Lac, or Roberval .....	6 00	21 50	On S. W. side of Lake St. John. Shore Road.
Mouth of River Ouïatchouan .....	4 50	15 50	On S. shore do do
Pointe-aux-Trembles, or St-Louis de Chambord .....	5 00	11 00	On S. side do do
Mouth of River Metabetchouan .....	6 00	6 00	do do do
St-Jérôme (see note below) .....	0 00	0 00	At S.E. end do do
Hébertville .....	9 50	9 50	By the the most direct road eastward.
St-Syriac-de-Kaskouia (see note) .....	14 50	24 00	By road on N. side of Lake Kinogami.
Grand-Brûlé do .....	14 75	38 75	do do
Chicoutimi do .....	12 00	50 75	By road on W. side of River Chicoutimi.
St-Alphonse-de-Bagotville .....	10 00	60 75	At head or W. end of Baie-des-Ha! Ha! by shortest road southward.
St-Alexis de la Grande Baie .....	2 50	63 25	At S.W. end of Baie-des-Ha! Ha! by the shortest road southward.
N.B.			
St-Syriac-de-Kaskouia to St Domini- que on east side of Rivière aux Sables .....	.....	10 50	Road is along W. side of Rivière-aux-Sables.
St-Syriac-de-Kaskouia to Chicoutimi, by road along west side of Rivière aux Sables, except upper portion .....	.....	20 50	Six and one-quarter miles shorter than road passing by way of Grand-Brûlé.
Grand-Brûlé to St. Dominique .....	.....	16 50	By road up River Chicoutimi and down Rivière-aux-Sables.
Head of Baie-des-Ha! Ha! below Chi- coutimi .....	.....	24 30	By water route.
Head of Baie-des-Ha! Ha! above Tad- oussac .....	.....	60 26	do

REMARK.—The mileage, in the first portion of the above table, is given from St. Jérôme going upward to St-Félicien, and from St-Jérôme going downward to St-Alphonse.



**No. 4.—POPULATION of the Counties of Chicoutimi and Saguenay, from Census of 1881.**

Names of Parishes, &c., from Lake St. John downwards.	No. of Families.	No of Persons.	Total.		Remarks.
			Fami- lies.	Persons.	
COUNTY OF CHICOUTIMI.					
Around Lake St. John.					
Township of Normandin .....	53	322	.....	.....	W. end of lake.
St-Félicien.....	114	530	.....	.....	S. side of River Chomou- chouan.
St-Prime.....	167	956	.....	.....	S.W. end of lake.
Notre-Dame-du-Lac, or Pointe-Bleue, or Rober- val.....	211	1,186	.....	.....	S.W. side of lake.
St-Louis de Chambord or Pointe-aux-Trembles	182	1,067	.....	.....	W. side of lake.
St-Jérôme.....	277	1,803	.....	.....	S.E. end of lake.
St-Gédéon de Grand Mont. ....	110	654	.....	.....	E. end of lake.
St-Joseph-d'Alma.....	113	710	.....	.....	On island between Grande and Petite-Décharges.
			1,227	7,228	
Between Lake St. John and Chicoutimi.					
Hébertville .....	421	2,501	.....	.....	1½ miles above Lake Vert.
St. Syriac de Kaskonia or Kinogami.....	40	261	.....	.....	N. side Lake Kinogami.
St-Dominique, Rivière-aux-Sables.....	220	1,320	.....	.....	E. side Rivière-aux-Sables.
Grand-Brûlé or Latterrière.....	172	1,320	.....	.....	6 miles below outlet of Lake Kinogami.
			853	5,594	
Along the River Saguenay.					
St-François-Xavier (Parish of Chicoutimi)....	355	2,687	.....	.....	S. side of River Saguenay.
Ste.-Anne.....	198	1,260	.....	.....	N. do do
Chicoutimi Town .....	327	1,945	.....	.....	S. do do
St-Fulgencé.....	135	845	.....	.....	N. do do
St-Alphonse.....	153	1,071	.....	.....	W. end Baie-des-Ha! H
Bagotville (village only) .....	88	508	.....	.....	do do
St-Alexis.....	287	1,749	.....	.....	S.W. do do
Anse-St-Jean.....	89	653	.....	.....	S. side of River Saguenay.
			1,642	10,708	
Grand Totals.....			3,722	23,530	
COUNTY OF SAGUENAY.					
Tadoussac, at mouth of River Saguenay.....	209	1,542	209	1,542	N. side.
(Population of Village comprised in Parish, 59 families ; 341 persons.)					

No. 5.—TABLE of Distances from Quebec to Labrador, along North Shore of the St. Lawrence.

From	To	Int mediate Mileage.	Total Mileage from Quebec.	Remarks.
Quebec.....	Beauport.....	3	3	Provincial Highway.....
Beauport.....	Montmorency Falls.....	4	7	do.....
Montmorency Falls.....	Ange-Gardien.....	3	10	do.....
Ange-Gardien.....	Château-Richer.....	6	16	do.....
Château-Richer.....	Ste-Anne-de-Beaupré.....	6	22	do.....
Ste-Anne-de-Beaupré.....	St-Joachim.....	5	27	do.....
St-Joachim.....	St-Tite-des Caps.....	9	36	do.....
St-Tite-des Caps.....	St. Paul's Bay.....	24	60	do.....
St. Paul's Bay.....	Les Eboulements.....	9	69	do.....
Les Eboulements.....	St-Irénée.....	9	78	do.....
St-Irénée.....	Pointe-à-Pic.....	9	87	do.....
Pointe-à-Pic.....	Murray Bay.....	3	90	do.....
Murray Bay.....	Cap-à-l'Aigle.....	3	93	do.....
Cap-à-l'Aigle.....	St-Fidèle.....	6	99	do.....
St-Fidèle.....	St-Siméon or Black River.....	10	109	do.....
St-Siméon.....	Port-au-Persil.....	8	117	do.....
Port-au-Persil.....	Pointe-au-Boulean.....	9	126	do.....
Pointe-au-Boulean.....	Anse-du Portage.....	5	131	do.....
Ferry Anse-du-Portage (across mouth of River Saguenay.....	Anse-à-l'Eau.....	1	132	do.....
Anse-à-l'Eau.....	Tadoussac.....	1	133	do.....
Tadoussac.....	Les Petites-Bergeronnes.....	9	142	do.....
Les Petites-Bergeronnes.....	Escoumains.....	9	151	do.....
Escoumains.....	Mille-Vaches.....	18	169	do.....
Mille-Vaches.....	Portneuf.....	9	178	Beach used— portages.
Portneuf.....	Saut-au-Cochon.....	7	185	do.....
Saut-au-Cochon.....	Ilots de Jérémie.....	18	203	Track req. through forest.
Ilots de Jérémie.....	Bethsiamits (Betsiamits).....	7½	210½	Beach used.
Bethsiamits (Betsiamits).....	Pointe-aux-Outardes.....	12	222½	do.....
Pointe-aux-Outardes.....	Manicouagan.....	15	237½	Track req. through forest.
Manicouagan.....	River Godbout.....	27	264½	do.....
River Godbout.....	Pointe-des-Monts.....	12	276½	do.....
Pointe-des-Monts.....	Trinité.....	7	283½	Beach used.
Trinité.....	Ilots-à-Caribou.....	7½	291	do.....
Ilots-à-Caribou.....	Baie des-Kani.....	22	313	do.....
Baie des-Kani.....	Jambon.....	8	321	Track req. through forest.
Jambon.....	River Ste-Marguerite.....	12	333	do.....
River Ste-Marguerite.....	Sept-Iles.....	12	345	do.....
Sept-Iles.....	River Moisy.....	19	364	Beach used.
River Moisy.....	River à la Truite.....	8	372	do.....
River à la Truite.....	Cormoran.....	8	380	do.....
Cormoran.....	Pigou.....	7	387	do.....
Pigou.....	River au Bouleau.....	7	394	Fine beach—short portage.
River au Bouleau.....	River Matémek.....	7	401	do.....
River Matémek.....	River Chaloupe.....	8	409	do.....
River Chaloupe.....	River Sheldrake.....	7	416	do.....
River Sheldrake.....	River Tonnerre.....	7	423	do.....
River Tonnerre.....	Portage du Loup-Marin.....	8	431	do.....
Portage du Loup-Marin.....	River Magpie.....	7	438	do.....
River Magpie.....	River St-Jean.....	7	445	do.....
River St-Jean.....	Longue-Pointe.....	9	454	do.....
Longue-Pointe.....	Poste de Mingan.....	5	459	do.....
Poste de Mingan.....	Pointe-aux-Esquimaux.....	18	477	do.....
Pointe-aux-Esquimaux.....	Nataskouan.....	64	541	do.....
Nataskouan.....	Tshikaska.....	18	559	do.....
Tshikaska.....	Mécatina.....	75	634	do.....
Mécatina.....	Bonne-Espérance.....	99	733	do.....
Bonne-Espérance.....	Anse-aux-Blancs Sablons.....	24	757	Boundary of Labrador,
Anse-aux-Blancs Sablons.....	Forteau Bay.....	12	769	Newfoundland & Canada.
Forteau Bay.....	Point Amour lighthouse.....	4½	773	

N.B.—See No. 13, for Telegraph Lines, North Shore and Chicoutimi Branch from St. Paul's Bay.

No. 6.—POPULATION of various Settlements between Tadoussac and Labrador, on the North Shore of the St. Lawrence.

Names of Places.	Census Returns.		Church Returns.		
	No. of Persons.	No. of Persons.	No. of Families.	No. of Families.	No. of Persons.
	1871.	1881.	1864.	1881.	1881.
Tadoussac.....	765	1,542	Not obtained..	131	1,070
Escoumains.....	1,023	520	do ...	163	1,133
Mille-Vaches.....		1,115	do }	109	1,037
Portneuf.....	1,790		do }	45	230
Saut-au-Canchon.....			2		
Îlots-de-Jérémie.....			1		
*Betsiamits (Betsiamits or Bersimis).....	552		110	176	637
Pointe-aux-Outardes.....			5		
Manicouagan.....	86	120	3	13	100
*River Godbout.....			17	13	59
Pointe-des-Monts.....	106	243	3		
Trinité.....			3		
Île-aux-Œus.....					
Pointe-aux-Anglais.....				24	127
Rivière-Pentecôte.....					
Cailles-Rouges.....					
Îlots-à-Caribou.....				9	65
*Rivière-Stc-Marguerite.....			2 }	83	385
*Sept-Îles.....	191		35 }	22	114
Rivière-Moisy.....	336	241	18		
Rivière-à-la-Fruite.....			2		
Cormoran.....			2		
Pigou.....			6		
Rivière-au-Bouleau.....			2		
River Matém-k.....			2		
River Chaloupe.....			2		
River Sheldrake.....			6 }	24	133
Petit-Manitou.....					
Rivière-au-Tonnerre.....			5	16	90
Rivière-du-Loup-Marin.....			3		
River Magpie.....			6	42	240
Rivière St-Jean.....			13	27	173
*Longue-Pointe.....			14 }	75	310
*Mingan.....	560		110 }	181	967
Pointe-aux-Esquimaux.....	862	1,775	75	35	177
Betchouan, &c.....				53	286
Nataskouan.....	353	480	44		
Nampissipi.....				22	90
Havre-à-la-Croix.....					
Mécatina.....	280	410	Not obtained }	48	254
Tête-à-la-Baleine.....					
Baie-des-Moutons.....					
Tabatière.....					
Alse-des-Dunes.....				89	425
St-Augustin.....					
Blanc-Sablon.....					
Bonne-Espérance.....	266	341	Not obtained..		
*Romaine.....				68	245
	7,175	6,787	491	1,468	8,457

\*See remarks on next page.



In places of preceding table marked thus (\*) the population is divided as follows:—

Name of Place.	Whites.		Indians.	
	No of Families.	No. of Persons.	No. of Families.	No. of Persons.
Bethshamits.....	26	207	120	480
River Godbout.....	7	45	6	14
Rivière Ste-Marguerite and Sept-Iles.....	18	110	65	275
Longue-Pointe and Mingan.....	18	96	57	214
Romaine.....			68	245
	99	458	316	1,228

Population of settlements given in Census of 1871 and Census of 1881 includes intermediate places.

The returns for 1864 were obtained from Rev. C. Arnaud, Oblat Missionary, and those for 1881 were furnished by the kindness of His Lordship the Bishop of Rimouski for places from Saut-au Cochon to Romaine; and by Rev. Father Laberge, Secretary to His Lordship the Bishop of Chicoutimi, for Tadoussac, Escoumains, Mille-Vaches and Portneuf.

#### No. 7.—DISTANCES—Prince Edward Island Railway and Connections.

From	To	Intermediate Mileage.	Total Mileage from Charlottetown.	Remarks.
Charlottetown.....	County Line.....	32	.....	<i>Via</i> P. E. I. Railway.
County Line.....	Summerside.....	17	49	do
Summerside.....	Alberton.....	53	102	do
Alberton.....	Tignish.....	14	116	do
Charlottetown.....	Mount Stewart.....	22	.....	
Mount Stewart.....	Georgetown.....	24	46	do
do.....	Souris.....	39	61	do

#### WINTER ROUTE *via* THE CAPES.

Charlottetown.....	County Line.....	32	.....	<i>Via</i> P. E. I. Railway.
County Line.....	Cape Traverse.....	16	48	Stage.
Cape Traverse.....	Cape Jourimain.....	12	60	Ice boats.
Cape Jourimain.....	Au-Lac.....	45	105	Stage.
Au-Lac.....	St. John, N.B.....	131	236	Intercolonial Railway.
do.....	Halifax, N.S.....	145	250	do
do.....	Quebec, P.Q.....	542	647	do

#### WINTER ROUTE *via* GEORGETOWN AND PICTOU.

Charlottetown.....	Georgetown.....	46	.....	P. E. I. Railway.
Georgetown.....	Pictou.....	45	91	Steamer "Northern Light."
Pictou.....	Truro.....	52	143	Intercolonial Ry. (Pictou Branch)
Truro.....	Halifax, N.S.....	62	205	do do
do.....	St. John, N.B.....	214	357	Intercolonial Railway.
do.....	Quebec, P.Q.....	625	768	do

No. 8.—DISTANCES from Quebec to Maritime Provinces *via* Intercolonial Railway.

	Intermediate distances.	Distances from Quebec.	
	Miles.	Miles.	
Quebec to Moncton, N.B.....	500	.....	Intercolonial Railway.
Moncton to Truro, N.S.....	125	625	do
Truro to Halifax, N.S.....	62	687	do
Quebec to Moncton, N.B.....	500	.....	do
Quebec to St. John, N.B..	89	589	do
Quebec to Moncton, N.B.....	500	.....	do
Moncton to Pointe du Chêne, N.B.....	18	518	do
Pointe du Chêne to Summerside, P.E.I.....	35	553	P. E. I. Navigation Co. Steamers.
Summerside to Charlottetown, P.E.I.....	49	602	do Railway.
Quebec to Truro, N.S.....	625	.....	Intercolonial Railway.
Truro to New Glasgow, N.S.....	43	668	Pictou Branch do
New Glasgow to Pictou, N.S.....	9	677	do do
Pictou, N.S., to Charlottetown, P. E. I.....	50	727	P. E. I. Navigation Co. Steamers.
Quebec to New Glasgow, N.S.....	668	.....	Intercolonial Ry. and Pictou Branch.
New Glasgow to Straits of Canso.....	80	748	Eastern Counties Railway.
Straits of Canso to Sydney, C.B.....	120	868	Steamers <i>via</i> St. Peter's Canal.

N.B.—The Intercolonial Railway terminus connecting, at Point Levis, with the Canadian Pacific Railway at Quebec, was shortened 10 miles in 1885.

The distances, therefore, between Quebec and the Maritime Provinces, by this line, are affected accordingly, being 10 miles less than shown in these tables.

[1886]

257

No. 2.—DISTANCES from Quebec to Maritime Provinces *via* Témiscouata Road and the Railways in the Valley of the River St. John.

	Intermediate distances.	Distances from Quebec.	
	Miles.	Miles.	
Quebec to Rivière-du-Loup.....	126	.....	Intercolonial Railway.
Rivière-du-Loup to Edmundston, N. B. ....	80	206	Témiscouata Road.
Edmundston to Fredericton.....	160	366	New Brunswick Railway.
Fredericton to Fredericton Junction.....	22	388	Fredericton Railway.
Fredericton Junction to St. John.....	46	434	St. John and Maine Railway.
St. John to Halifax, N. S.....	276	710	Intercolonial Railway.
Quebec to Fredericton Junction.....	388	.....	As above.
Fredericton Junction to McAdam Junction . .	40	428	St. John and Maine Railway.
McAdam Junction to St. Andrew's .....	43	471	New Brunswick and Canada Railway.
McAdam Junction to St. Stephen .....	35	463	New Brunswick and Canada Railway.
Quebec to Edmundston .....	206	.....	As above.
Edmundston to Woodstock, N. B.....	113	319	New Brunswick Railway.
Woodstock to McAdam Junction .....	51	370	do and Canada Railway.
McAdam Junction to St. John .....	85	455	St. John and Maine Railway.
McAdam Junction to St. Andrew's .....	43	413	New Brunswick and Canada Railway.
McAdam Junction to St. Stephen .....	35	405	New Brunswick and Canada Railway.
	Intermediate distances.	Distances from Quebec.	
	Miles.	Miles.	
St. John, N. B., to Digby, N. S.....	42	.....	} Steamer across Bay of Fundy.
Digby to Annapolis, Railway partly built .....	18	60	
Annapolis to Halifax .....	130	190	
Digby to Yarmouth.....	67	127	Western Counties Railway.

N. B.—The above table, published in the preceding reports, has been modified in accordance with the most recent railway tables.

From Digby to Annapolis, a railway has been partly built, and is in progress of construction, 1886.

See note on preceding page, respecting new terminus of Intercolonial Railway at Levis, which is 10 miles shorter than shown above.



No. 10.—DISTANCES from Port Arthur (Prince Arthur's Landing, Lake Superior) to Fort Garry (Winnipeg) by the Dawson Route.

	Statute Miles.	
	Inter-mediate.	Total.
Port Arthur to Lake Shebandowan.....	45	45
Lake Shebandowan to North-West Angle .....	312	357
North-West Angle to Fort Garry (Winnipeg) .....	95	452

The steamboat voyage from Collingwood to Port Arthur is 532 miles.

The Dawson route has been superseded by the portion of the Canadian Pacific Railway now completed and in operation between Port Arthur (Thunder Bay, Lake Superior) and Winnipeg, *via* Rat Portage and Selkirk, a distance of 429 miles. See next table.

No. 11.—DISTANCES from Quebec to Port Arthur and Winnipeg *via* North Shore Railway and Canadian Pacific Railway, to Ottawa; thence *via* Perth, Toronto and Orangeville, by Subsidiary Line of Canadian Pacific Railway, to Owen Sound; thence by C. P. R. Steamers across Lakes Huron and Superior to Port Arthur; thence by main line of Canadian Pacific Railway to Winnipeg.

SUMMER ROUTE BY RAILWAYS AND LAKE STEAMERS, 1884 TO 1886.

From	To	Statute Miles.	
		Inter-mediate.	Total.
Quebec.....	Montreal (St. Martin's Junction), North Shore Railway .....	159	159
	Ottawa main line, Canadian Pacific R'y. .	108	267
	Perth, subsidiary line, C. P. R. ....	59	326
	Toronto Junction, $4\frac{1}{2}$ miles from Toronto ..	199	525
	Orangeville .....	$43\frac{1}{2}$	568 $\frac{1}{2}$
	Owen Sound .....	$73\frac{1}{2}$	612
	Saut - Ste. - Marie Canal—Steamer, Lake Huron .....	250	892
	Port Arthur—Steamer, Lake Superior .....	280	1,172
	Winnipeg, main line Canadian Pacific R'y	429	1,601

N.B.—The route from Quebec, by North Shore Railway, to Montreal, is 171 miles; thence by Grand Trunk Railway to Toronto, 338 miles; thence to Toronto Junction  $4\frac{1}{2}$ , or 508 $\frac{1}{2}$  miles in all from Quebec.

For distances by above route to Port Moody and Yokohama from Liverpool, see Part IV, Table No. 2.

For comparative tables of distances from Liverpool, England, on the Atlantic, to Yokohama, Japan, on the Pacific, by the shortest ocean routes, and by the shortest trunk lines of railway in Canada and the United States, in North America, see Part IV.

For cost of construction of Canadian Pacific and North Shore Railway, for subsidies thereto and to other railways, and for other details, see Part IV.

## No. 12.—MANITOBA and North-West Territory—Population—Property—Navigation.

Localities.	1884.	
	Population.	Value of Assessable Property.
Emerson, frontier of United States, 65 miles from Winnipeg, branch of Canadian Pacific Railway .....	1,500	\$ 706,725
Winnipeg.....	25,000	27,432,900
Portage-la-Prairie .....	2,551	2,300,000
Brandon .....	2,082	3,014,306
Regina .....	613	500,000
Calgary.....	300	500,000

POPULATION AND VOTERS.—The following is a classified summary of the population and voters in each of the new electoral divisions, in 1886.

Localities.	Population.	Voters.
Assiniboia .....	795	506
Beautiful Plains.....	1,665	654
Brandon East.....	2,919	1,247
Brandon West.....	2,855	1,396
Carillon .....	1,861	642
Carrier .....	1,112	788
Cypress.....	2,194	913
Dennis.....	2,735	1,289
Dufferin North .....	1,750	1,294
Dufferin South.....	1,607	1,872
Emerson .....	4,813	889
Kildonan and St. Paul .....	787	553
Lakeside.....	Incomplete.	Incomplete.
La Verandrye .....	2,739	920
Lorne.....	2,210	1,149
Minnedosa East.....	2,372	1,339
Minnedosa West.....	1,400	814
Morris .....	7,398	1,700
Mountain .....	2,419	1,196
Norfolk .....	1,918	925
Portage.....	Incomplete.	Incomplete.
Rockwood .....	1,771	902
Russell .....	1,420	744
St. Andrews .....	1,639	701
St-Boniface.....	2,149	807
St. Clements.....	1,046	605
St-François-Xavier .....	1,026	1,057
Shoal Lake .....	2,175	1,731
Souris .....	1,185	529
Springfield.....	1,262	638
Turtle Mountain.....	3,048	1,371
Westbourne.....	1,195	850
Winnipeg (North and South) .....	19,574	7,891
Woodlands.....	1,721	952

Rivers.	Navigable Length.	Number of Steamboats.
	Miles.	
Red River .....	100	10
River Assiniboine .....	700	2
Lake Winnipeg .....	350	9
River Saskatchewan.....	1,000	5
Athabasca and Peace Rivers.....	1,000	1

No. 13.—GOVERNMENT TELEGRAPH LINES.  
CONSTRUCTED.

Names of Stations.		Lengths—Distances in Miles.			Established.
From	To	Inter- mediate	Pro- gressive	Complete Lines.	
		Miles.	Miles.	Miles.	
<i>Newfoundland.</i>					
Port-aux-Basques .....	Cape Ray Lighthouse .....	14	....	14	April 1, 1833.
<i>Cape Breton Section.</i>					
Meat Cove .....	Aspee Bay .....	10½	.....	.....	Nov. 7, 1880; Aug. 1, 1882.
Aspee Bay .....	O'Neil's Harbour (House half way) .....	15	25½	.....	April 1, 1882.
O'Neil's Harbour .....	Ingonish North Bay .....	9	34½	.....	
Ingonish North Bay .....	do Harbour .....	10½	45	.....	Jan. 1, 1882. July 19, 1882.
Ingonish Harbour .....	McLennan's .....	23	68	.....	
McLennan's .....	Ste.-Anne (South Bay) .....	19	87	.....	Nov. 7, 1880.
Ste.-Anne .....	Baddeck (Loop line) .....	13	100	.....	
Baddeck .....	Englishtown .....	6	106	.....	.....
Englishtown .....	Kelly's Cove .....	2	108	.....	
Kelly's Cove .....	Big Bras-d'Or (of this ½ mile cable) .....	6	114	.....	Nov. 7, 1880.
Big Bras-d'Or .....	North Sydney .....	12½	126½	.....	
	Land lines .....	126			.....
	Cable .....	0½		126½	
<i>Magdalen Islands.</i>					
Amherst .....	Amherst Lighthouse .....	9	.....	.....	June 10, 1881.
do Lighthouse .....	Etang-du-Nord Village .....	15	24	.....	Dec. 1, 1881.
Etang-du-Nord Village .....	do Lighthouse .....	1	25	.....	do
do Lighthouse .....	House Harbour (of this ¼ mile cable) .....	8	33	.....	do
House Harbour .....	Wolfe Island .....	28½	61½	.....	Sept. 25, 1881.
Wolfe Island .....	Grosse-Ile .....	11	72½	.....	Aug. 17, 1880.
Grosse-Ile .....	Grand Entry .....	11	83½	.....	Feb. 18, 1882.
do .....	Bird Rock (all cable) .....	18½	101½	.....	Aug. 20, 1881.
do .....	Meat Cove do .....	55	156½	.....	Nov. 7, 1880.
	Land lines .....	83½			.....
	Cable .....	73½		156½	
<i>Low Point, C.B., Nova Scotia.</i>					
Lingan .....	Low Point .....	5	.....	5	Aug. 1, 1881.
<i>Nova Scotia Section.</i>					
Dartmouth .....	.....	0	.....	.....	.....
Musquodoboit .....	.....	28½	28½	.....	
Ship Harbour via Clam Cove.	.....	23½	52	.....	.....
Tangier .....	.....	20½	72½	.....	
Sheet Harbour .....	.....	18	90½	.....	.....
Beaver do .....	.....	10	100½	.....	
Liscomb .....	.....	36	136½	.....	.....
Sherbrooke .....	.....	11½	148	.....	
Isaac's Harbour .....	.....	36	184	.....	.....
Manthorn's Cove .....	.....	3	187	.....	
Torbay .....	.....	10	197	.....	.....
Whitehaven Loop .....	.....	11	208	.....	
				208	



No. 13.—GOVERNMENT TELEGRAPH LINES—*Continued.*CONSTRUCTED—*Continued.*

Names of Stations.		Lengths—Distances in Miles.			Established.
From	To	Inter-mediate.	Pro-gressive	Complete lines.	
<i>Escuminac.</i>					
Chatham...	Black Brook.....	5½			Feb. 1, 1885.
Black Brook.....	Baie-du-Vin.....	15	20½		
Baie-du-Vin.....	Escuminac.....	9½	30		
Escuminac.....	Point Escuminac Lighthouse.	12	42	42	
<i>Quarantine.</i>					
Quebec.....	L'Ange-Gardien.....	13			Dec. 1, 1884.
L'Ange-Gardien.....	St.-Pierre (Cable ¾ miles).....	4	17		
Ste-Pétronille.....	Ste.-Pétronille.....	4½	21½		
St-Laurent.....	St.-Laurent.....	6½	28		
St-Jean.....	St.-Jean.....	7	35		March, 1, 1885.
St-François.....	St.-François.....	6¾	41¾		
Grosse-Ile Wharf.....	Grosse-Ile Wharf (including 5½ milés cable).....	9	50¾		
	Hospital.....	1½	52	52	
					June, 1885.
		Miles.			
	Land lines.....	46			
	Cables.....	6			
	Total.....	52			

No. 13.—GOVERNMENT TELEGRAPH LINES—*Continued.*CONSTRUCTED—*Continued.*

Names of Stations.		Lengths—Distances in Miles.			Established.
From	To	Inter-mediate.	Pro-gressive	Complete lines.	
<b>BAY OF FUNDY.</b>					
<i>Campo-Bello Section, N.B.</i>					
East Port, Maine.....	Welchpool (cable $17\frac{1}{8}$ miles)....	$3\frac{3}{8}$	.....	.....	May 1, 1881.
Welchpool .....	Cable Hut (Liberty Cove).....	$7\frac{1}{2}$	.....	$9\frac{1}{8}$	
<i>Grand Manan Section.</i>					
Liberty Cove .....	Cable Hut (Long Eddy) cable	$7\frac{1}{4}$	.....	.....	Nov. 18, 1880.
Long Eddy.....	Flagg's Cove.....	3	$10\frac{1}{4}$	.....	Nov. 26, 1880.
Flagg's Cove.....	Woodward's Cove.....	6	$16\frac{1}{4}$	.....	Jan. 18, 1881.
Woodward's Cove.....	Grand Harbour.....	2	$18\frac{1}{4}$	.....	Nov. 1, 1882.
Grand Harbour.....	Seal Cove.....	$4\frac{1}{2}$	$22\frac{3}{4}$	.....	Jan. 18, 1881.
Seal Cove. ....	Southern Head.....	$5\frac{1}{2}$	$28\frac{1}{4}$	.....	
	Land.....	29		$28\frac{1}{4}$	
	Cables.....	$9\frac{1}{8}$			
		$38\frac{1}{8}$			
<i>Anticosti.</i>					
Gaspé Basin .....	L'Anse-à-Fougère.....	28	.....	.....	Oct. 16, 1881.
L'Anse-à-Fougère .....	South West Point (all cable) across south channel of St. Lawrence.....	$44\frac{1}{4}$	$72\frac{1}{4}$	$72\frac{1}{4}$	do
Fox Bay .....	Heath Point.....	23	.....	.....	Aug. 11, 1881.
Heath Point.....	South Point.....	$32\frac{1}{2}$	$55\frac{1}{2}$	.....	July 20, 1881.
South Point.....	Shallop Creek .....	$17\frac{1}{2}$	73	.....	July 27, 1881.
Shallop Creek.....	Salt Lake.....	$52\frac{1}{2}$	$125\frac{1}{2}$	.....	July 7, 1881.
Salt Lake.....	South-West Point.....	15	$140\frac{1}{2}$	.....	Oct. 19, 1881.
South-West Point.....	Jupiter River.....	7	$147\frac{1}{2}$	.....	Oct. 18, 1880.
Jupiter River.....	Otter River.....	$17\frac{1}{2}$	165	.....	
Otter River.....	Becscie River .....	22	187	.....	Oct. 8, 1881.
Becscie River.....	Cape Eagle (Ellis Bay).....	10	197	.....	
Cape Eagle.....	West Bay.....	14	211	.....	Aug. 1, 1881.
West Point.....	English Bay.....	3	114	.....	July 1, 1882.
			.....	214	
	Land Line.....	242			
	Cable .....	$44\frac{1}{4}$	.....	$286\frac{1}{4}$	
<i>South Shore St. Lawrence.</i>					
Grand-Métis ....	Gaspé Basin.....	206	.....	.....	
(Subsidized by Government —Great North-Western Telegraph Co.)					

**No. 13.—GOVERNMENT TELEGRAPH LINES—*Continued.***  
**CONSTRUCTED AND PROJECTED.**

Names of Stations.		Lengths—Distances in Statute Miles.			Established.
From	To	Inter- mediate	Pro- gressive	Complete Lines.	
<i>North Shore, St-Lawrence.</i>					
Baie-St-Paul.....	Murray Bay.....	30			Constructed by private company; now under control of Government.
Murray Bay.....	St-Fidèle.....	10	10		
St-Fidèle.....	St-Siméon.....	11	21		
St-Siméon.....	Anse-du-Portage.....	23	44		
Anse-du-Portage.....	Tadoussac (cable $1\frac{1}{2}$ miles across mouth of Saguenay)...				} July 23, 1881.
Tadoussac.....	Bergeronnes.....	2	46		
Bergeronnes.....	Escoumains.....	15	61		
Escoumains.....	Saut-au-Mouton.....	12	73		
Saut-au-Mouton.....	Portneuf village.....	16	89		} Nov. 7, 1881.
Portneuf village.....	do lighthouse.....	11½	100½		
do lighthouse.....	Saut-au-Cochon.....	9	109½		
Saut-au-Cochon.....	Betsiamits (Bersimis).....	7	116½		
Betsiamits (Bersimis).....	Pointe-aux-Outardes (cable)...	31	147½		} October, 1882.
Pointe-aux-Outardes.....	Manicouagan.....	12	159½		
Manicouagan.....	River Godbout (cable).....	18	177½		
River Godbout.....	Pointe-des-Monts.....	26	203½		
Pointe-des-Monts.....	Trinity Bay.....	18½	222		} August, 1883.
Trinity Bay.....	Pentecost.....	7½	229½		
Pentecost.....	Sept-Iles (see note below).....	31	260½		
Sept-Iles.....	River Moisy (see note below)...	29½	290		
		19	309		Dec. 24, 1884.
					Feb. 4, 1885.
	Total in operation.....	309			
	Land Lines.....	269½			
	Cables.....	39½			
				309	Feb. 4, 1885.
River Moisy.....	River Chaloupe (see note).....	45			} Nov. 1, 1886.
River Chaloupe.....	Poste de Mingan.....	50			
Poste de Mingan.....	Pointe-aux-Esquimaux.....	18			
Pointe-aux-Esquimaux.....	Nataskouan.....	64			
Nataskouan.....	Tshikaska.....	18			} Projected.
Tshikaska.....	Wapitagum.....	42			
Wapitagum.....	Mécatina.....	33			
Mécatina.....	Shecatica.....	50			
Shecatica.....	Bonne Espérance.....	49			
Bonne-Espérance.....	Blancs-Sablons.....	24			
	Total distances.....	702			

N.B.—The north shore telegraph line under the control of a private company, from Quebec down to Baie St. Paul, has been extended by the Federal Government since 1881, from Murray Bay down to a point 54 miles below the River Moisy, 1st November, 1886, and is to be continued to Forteau Bay, 12 miles east of Baie-aux-Blanc-Sablons, or to Point Amour Lighthouse, at upper entrance of Strait of Belle-Ile.

See preceding tables Nos. 5, 6, 7.

The distances given on No. 5, do not agree with those given above, for the reason that the distances had to be estimated in many cases, and also because the telegraph line does not follow the same route throughout.

According to the last reports received, the telegraph line, as built, around the bays, &c., measures :

Pentecost to Sept-Iles.....	Miles	70
Sept-Iles to River Moisy.....	do	46
River Moisy downward to point above River Chaloupe.....	do	60

176

The whole of the distances will be corrected only after they have been accurately measured.



No. 13.—GOVERNMENT TELEGRAPH LINES—*Continued.*

## CONSTRUCTED.

Names of Stations.		Lengths—Distances in Statute Miles.			Established.
From	To	Inter- mediate	Pro- gressive	Complete Lines.	
<i>Chicoutimi.</i>					
Baie-St-Paul .....	St-Urbain.....	9	.....	.....	Sept. 1, 1881.
St. Urbain.....	Petit Lac Ha! Ha! (La Cruche)	37	46	.....	
Petit Lac Ha! Ha! (La Cruche).....	St-Alexis .....	31½	77½	.....	
St-Alexis .....	St-Alphonse de Bagotville .....	3	80½	.....	
St-Alphonse de Bagotville..	Chicoutimi .....	11½	92	.....	
	Land line.....	.....	.....	92	
<i>North-West Lines.</i>					
Qu'Appelle Ry. Station ...	Fort Qu'Appelle .....	17	.....	.....	Jan., 1883.
Fort Qu'Appelle .....	Touchwood.....	46	63	.....	Sept., 1883.
Touchwood.....	Humbolt .....	78	141	.....	1878-9.
Humbolt .....	Saskatchewan .....	55	196	.....	Nov., 1883.
Saskatchewan.....	Battleford .....	85	281	.....	1878-9.
Saskatchewan (Clark's Crossing) ..	Prince Albert, Branch Line...	.....	.....	83	Dec., 1883.
Battleford.....	Meridian .....	84	365	.....	1878-9.
Meridian.....	Victoria Trail.....	80	445	.....	
Victoria Trail .....	Hay Lake.....	56	501	.....	
Hay Lake .....	Fort Edmonton.....	36	537	.....	
				537	
<i>Branches.</i>					
Clark's Crossing.....	Saskatoon .....	.....	.....	14	May, 1885.
Edmonton .....	St. Albert .....	.....	.....	9	
<i>Sections South of Railway.</i>					
Galt Junction .....	Lethbridge .....	107	.....	.....	May, 1885. June, 1885.
Lethbridge .....	McLeod .....	28½	135½	.....	
McLeod .....	Fort McLeod.....	½	136	136	
Moose Jaw .....	Wood Mountain .....	.....	.....	90½	
	Total, North-West Lines...	.....	.....	869½	

N.B.—New line in progress of construction, Battleford to Edmonton, north side of the North Saskatchewan. Old line to be abandoned.

	Miles.
The measured distance for the new line from Battleford to Edmonton is...	290
The line is now erected easterly from Edmonton, upon hacmatat poles, to Saddle Lake Creek <i>via</i> Saskatchewan and Victoria .....	108
And westerly from Battleford upon iron poles, a distance of.....	33
The balance of iron poles to reach Fort Pitt are now being delivered <i>en route</i> for .....	55
but the season is too far advanced for their erection, December, 1886.	
Tenders have recently been invited for hacmatat poles to cover the remaining distance between Fort Pitt and Saddle Lake .....	94
Total.....	290

No. 13.—GOVERNMENT TELEGRAPH LINES—*Continued.*

## BRITISH COLUMBIA, GOVERNMENT TELEGRAPH LINES.

## CONSTRUCTED.

Localities.		Constructed	Miles.		
From	To				
<i>British Columbia.</i>					
Vancouver Island Land Lines—					
Victoria.....	Departure Bay.....	1878	74½		
Nanaimo.....	Valdes.....	1881	15		
Victoria.....	Clover Point.....	1884	2½		
Cable connection with Washington Territory—					
Clover Point.....	Dungeness.....	1884	17		
Straits of Georgia Cables—					
Saanich Arm Crossing.....	.....	1878 & 1881	2		
Gabriola Island Crossing.....	.....	1881	1		
Valdes Island.....	Point Gray.....	1881	20		
Mainland British Columbia Land Lines—					
Point Gray.....	Granville.....	1881	15		
Granville.....	New Westminster.....	1881	11½		
New Westminster.....	Matsqui (including cables..	1864 & 1881	35½		
Matsqui.....	Cache Creek do.....	1864 & 1878	181		
Cache Creek.....	Barkerville, Cariboo.....	1865 & 1878	272½		
do.....	Kamloops.....	1878	48		
Fraser River Crossings (main lines), 2 cables ½ mile each.....				1881	½
Branch Lines—					
New Westminster or Ladner's Landing....		.....	18		
(Including ½ mile cable crossing Fraser River)		.....	7½		
New Westminster to Port Moody.....		.....			
Total miles.....		.....	721½		

N.B.—Plus 44 miles of an additional wire between New Westminster and the United States boundary line, 8 miles from Matsqui.

	Miles.
Land line .....	680½
Cables.....	41
	<u>721½</u>

See next page.

No. 13.—GOVERNMENT TELEGRAPH LINES—*Concluded.*

## BRITISH COLUMBIA, GOVERNMENT TELEGRAPH LINES.

## PORTION TRANSFERRED TO CANADIAN PACIFIC RAILWAY COMPANY.

	Miles.
The old lines extending from Victoria to Cache Creek (including cables across Straits of Georgia).....	356
And from Cache Creek to Kamloops.....	48
Also Branch lines:—	
New Westminster to Port Moody.....	7½
Victoria to Dungeness. Cable across Strait San-Juan-de-Fuca .....	19½
Total transferred to C.P.R.C.....	<u>431</u>

## PORTION OPERATED FOR GOVERNMENT, BY CANADIAN PACIFIC RAILWAY COMPANY.

The new line, 4 miles in length, which has been constructed and connects Ashcroft Station with Cache Creek.

	Miles.
This line and that extending from Cache Creek to Barkerville.....	272½
And the Branch line, New Westminster to Ladner's Landing.....	18
Total operated for Government, by C.P.R.C.....	<u>290½</u>
Total old lines.....	<u>721½</u>

MEMO—Ashcroft Station is located on the railway line. The “Ashcroft” indicated on the printed maps, was a temporary office, some distance westward, and since abandoned.

Distance between Victoria and Nanaimo, say 73 miles.

Distance between Victoria and Esquimalt, say 3 miles.

[1886]



No. 13.—SUMMARY showing proportions of Land and Cable Telegraph Lines, owned, subsidized, transferred or operated by Government, in the several Provinces.

	Distances in Miles.				Grand Total.
	Intermediate.		Progressive.		
	Land.	Cables.	Land.	Cables.	
Newfoundland—Subsidized line— Port-aux-Basques to Cape Ray .....	14	.....	14	.....	14
Nova Scotia— Sydney to Meat Cove .....	126	$\frac{1}{2}$	.....	.....	.....
Darmouth to Torbay (subsidized) .....	208	.....	334	$\frac{1}{2}$	.....
Low Point to Lingan .....	5	.....	339	.....	.....
Barrington to Cape Sable Island.....	16	$1\frac{3}{4}$	355	$2\frac{1}{4}$	357 $\frac{1}{4}$
New Brunswick— Bay of Fundy lines.....	29	$9\frac{1}{8}$	29	$9\frac{1}{8}$	.....
Chatham to Escuminac .....	42	.....	71	.....	80 $\frac{1}{8}$
Quebec— South Shore (subsidized) from Grand-Métis to Gaspé Basin.....	206	.....	.....	.....	.....
Great North-Western Telegraph Company's Offices... }		.....	.....	.....	.....
Magdalen Islands.....	83 $\frac{3}{8}$	73 $\frac{3}{8}$	289 $\frac{3}{8}$	.....	.....
Anticosti Island .....	242	44 $\frac{1}{2}$	531	117 $\frac{5}{8}$	.....
North Shore of St. Lawrence.....	269 $\frac{3}{4}$	39 $\frac{1}{2}$	801 $\frac{1}{2}$	156 $\frac{7}{8}$	.....
Chicoutimi .....	92	.....	893 $\frac{1}{2}$	156 $\frac{7}{8}$	.....
Quarantine, Grosse-Ile.....	46	6	939 $\frac{1}{8}$	162 $\frac{3}{8}$	1,102
North-West Territory.....	869 $\frac{1}{2}$	.....	.....	.....	869 $\frac{1}{2}$
British Columbia.....	680 $\frac{1}{2}$	41	.....	.....	721 $\frac{1}{2}$
Totals.....	2,929 $\frac{1}{8}$	215 $\frac{1}{4}$	.....	.....	3,144 $\frac{3}{8}$

SEE NOTES on the two preceding pages, respecting *Quebec, North-West Territory and British Columbia lines.*

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TARIFF

ON

GOVERNMENT TELEGRAPH LINES

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## No. 13.—TARRIF ON GOVERNMENT TELEGRAPH LINES.—

Intermediate Distances. Miles.	OFFICES. (The lines whereon these Offices are located, run North and North-East from Baie- St-Paul.)	Chicoutimi.	St-Alphonse.	St-Alexis.	La-Croche (Lac Ha! Ha!)	St-Urbain.	Baie-St-Paul.	Murray Bay.	St-Fidèle.	St-Siméon.	Tadoussac.	Bergeronnes.	Escoumains.	Saut-au-Mouton.
	Progressive Distances.	0	11½	14½	46	83	92	122	132	143	168	183	195	211
0	Chicoutimi.....	0	15	15	15	15	15	20	20	20	20	20	20	25
11½	St-Alphonse .....		0	15	15	15	15	20	20	20	20	20	20	20
3	St-Alexis .....			0	15	15	15	20	20	20	20	20	20	20
31½	La-Croche (Lac Ha! Ha!).....				0	15	15	15	15	15	20	20	20	20
37	St-Urbain .....					0	15	15	15	15	15	15	20	20
9	Baie-St-Paul.....						0	15	15	15	15	15	20	20
30	Murray Bay.....							0	15	15	15	15	20	20
10	St-Fidèle.....								0	15	15	15	15	15
11	St-Siméon.....									0	15	15	15	15
25	Tadoussac .....										0	15	15	15
15	Bergeronnes.....											0	15	15
12	Escoumains .....												0	15
16	Saut-au-Mouton.....													0
11½	Portneuf.....													
16	Saut-au-Cochon .....													
31	Betsiamits.....													
27	Manicouagan.....													
29	River Godbout .....													
18½	Pointe-des-Monts.....													
7½	Trinity Bay.....													
31	Pentecost .....													
29½	Sept-Iles .....													
19	River Moisy.....													
45	River Chaloupe.....													
50	Mingan .....													
18	Pointe-aux-Esquimaux.....													



North Shore, River and Gulf of St. Lawrence.

Portneuf.	Saut-au-Cochon.	Betsiamits.	Manicouagan.	River Godbout.	Pointe-des-Monts.	Trinity Bay.	Pentecost.	Sept-Iles.	River Moisy.	River Chaloupe.	Mingan.	Pointe-aux-Esquimaux.	NOTE.
222½	238½	269½	296½	325½	344	351½	382½	412	431	476	526	544	
25	25	25	25	35	35	35	35	35	35	35	35	35	<p>The Tariff is for messages of 10 words or under, exclusive of address and signature.</p> <p>Where the charge is 25 cents or under, add 1 cent for each additional word.</p> <p>Where the charge is 35 cents, add 2 cents for each additional word.</p> <p>For business with offices west of Baie-St-Paul and terminating at Quebec, add 15 cents and 1 cent to the Government line tariff.</p> <p>For business with offices west of Baie-St-Paul beyond Quebec, add the full rate of the Great North-Western Telegraph Company to the Government line tariff.</p> <p>All local business, that is, business between offices on the Government lines, must be checked direct.</p> <p>All through business, that is, business going beyond the Government lines, must be checked (the proportion for "This Line" and "Other Lines" respectively) with Baie-St.-Paul, the Repeating and Transfer Office.</p>
25	25	25	25	35	35	35	35	35	25	35	35	35	
25	25	25	25	35	35	35	35	35	35	35	35	35	
20	20	25	25	25	25	35	35	35	35	35	35	35	
20	20	25	25	25	25	25	25	35	35	35	35	35	
20	20	25	25	25	25	25	25	35	35	35	35	35	
20	20	20	20	25	25	25	25	25	25	35	35	35	
15	20	20	20	20	25	25	25	25	25	35	35	35	
15	15	20	20	20	25	25	25	25	25	35	35	35	
15	15	20	20	20	20	20	25	25	25	35	35	35	
15	15	15	20	20	20	20	20	25	25	25	35	35	
15	15	15	15	20	20	20	20	25	25	25	35	35	
0	15	15	15	20	20	20	20	20	25	25	35	35	
.....	0	15	15	15	20	20	20	20	20	25	25	35	
.....	.....	0	15	15	15	15	15	20	20	25	25	25	
.....	.....	.....	0	15	15	15	15	20	20	20	25	25	
.....	.....	.....	.....	0	15	15	15	15	20	20	25	25	
.....	.....	.....	.....	.....	0	15	15	15	15	20	20	20	
.....	.....	.....	.....	.....	.....	0	15	15	15	20	20	20	
.....	.....	.....	.....	.....	.....	.....	0	15	15	15	20	20	
.....	.....	.....	.....	.....	.....	.....	.....	0	15	15	20	20	
.....	.....	.....	.....	.....	.....	.....	.....	.....	0	15	15	20	
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	0	15	15	
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	0	15	
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	0	

## No. 13.—GOVERNMENT TELEGRAPH LINES.

## LOCALITIES—DISTANCES—TARIFFS.

Location of Lines.	Extreme Distance in Miles.			Rate for a Message of 10 words; and for each extra word. The address and signature not charged for.
	Land Lines.	Cable.	Totals.	
<b>Nova Scotia—</b>				
Between North Sydney and Meat Cove, Cape North .....	126	$\frac{1}{2}$	126 $\frac{1}{2}$	25c. and 2c.
Between Barrington and Cape Sable Island light..	16	1 $\frac{3}{4}$	17 $\frac{3}{4}$	12c. and 1c.
<b>New Brunswick—</b>				
Between offices on Grand Manan .....	21	.....	.....	15c. and 1c.
do do do and Campo Bello..	8	7 $\frac{1}{4}$	.....	25c. and 2c.
do do do do and .....	.....	1 $\frac{7}{8}$	.....	.....
Eastport, Maine, U.S. ....	42	.....	80 $\frac{1}{8}$	{ 25c. and 2c. 15c. and 1c.
Between Chatham and Escuminac .....	.....	.....	.....	.....
<b>Quebec—</b>				
Between offices on Magdalen Island. ....	83 $\frac{8}{8}$	.....	.....	25c. and 2c.
do do do and North Sydney .....	126 $\frac{1}{2}$	73 $\frac{3}{8}$	283 $\frac{1}{4}$	75c. and 5c.
do do Anticosti Island. ....	214	.....	.....	25c. and 2c.
do do do and Gaspé.....	28	44 $\frac{1}{4}$	286 $\frac{1}{4}$	75c. and 5c.
do do North shore St. Lawrence east of Bersimis .....	.....	.....	.....	15c. & 1c. } According to distance.
do do North shore St. Lawrence east and west of Bersimis .....	430 $\frac{1}{4}$	39 $\frac{1}{4}$	469 $\frac{1}{2}$	35c. & 2c. }
do do Orleans Island .....	24	.....	.....	15c. and 1c.
do do do and Quebec.....	17	$\frac{3}{4}$	.....	15c. and 1c.
do do do and Grosse-Ile....	5	5 $\frac{1}{4}$	.....	25c. and 1c.
do do Grosse-Ile and Quebec.....	.....	.....	52	25c. and 1c.
<b>North-West Territory—</b>				
Between Qu'Appelle and Edmonton.....	537	.....	.....	75c. and 5c.
Branch lines, Clark's Crossing to Prince Albert..	83	.....	.....	.....
do do do Saskatoon.....	14	.....	.....	.....
do do Edmonton to Fort Saskatchewan....	24 $\frac{3}{4}$	.....	.....	.....
do do do Fort Albert.....	9	.....	.....	.....
do do Galt Junction to Fort McLeod.....	136	.....	.....	.....
do do Moose Jaw to Wood Mountain.....	90 $\frac{1}{2}$	.....	894 $\frac{1}{2}$	.....
Between intermediate offices 25c. and 2c. to 75c and 5c., according to distance.	.....	.....	.....	.....
EXAMPLE—Qu'Appelle to Fort Qu'Appelle, 17 miles, 25c. per 10 words and 2c. for each additional word. Qu'Appelle to Battleford, 281 miles, 50c. for 10 words and 3c. for each additional word.				
<b>British Columbia—</b>				
Between Ashcroft and Barkerville.....	276 $\frac{1}{2}$	.....	276 $\frac{1}{2}$	50c. and 3c.
do intermediate offices 25c. and 2c. to 50c. and 3c., according to distance, as explained in example given above.	.....	.....	.....	.....

In proportion to population Canada enjoys greater telegraphic accommodation than any other country in the world, there being within the Dominion one station to every 1,914 persons, as contrasted with one to every 3,700 persons in the United States and one to every 6,508 persons in Great Britain. The value of such means of communication, even in distant places, where the population is at present sparse, makes the emigrant feel not far from home, no matter where he may be settled in the Dominion, and at the same time enables him to dispose of his crops, etc., to the best possible advantage.

No. 14.—AREA and Population of the Globe. Compiled, as far as possible, from the last official Census of each country; and where no Census has been made the figures are taken from the most reliable estimates.

Continent.	Country.	Years of Census.	Area English square Miles.	Population.
Europe.....	Austro-Hungary.....	1880	240,940	37,741,434
	Belgium.....	1880	11,373	5,519,844
	British Isles and Gibraltar, Malta, &c.....	1881	121,237	35,422,407
	Bulgaria.....	.....	27,538	2,000,000
	Denmark and Iceland.....	1880	55,260	2,093,410
	France.....	1881	204,096	37,672,048
	German Empire.....	1880	203,744	45,194,177
	Greece.....	1879	19,353	1,979,775
	Holland.....	1880	13,679	4,270,093
	Italy.....	1881	114,408	28,459,451
	Montenegro.....	.....	1,710	245,380
	Portugal.....	1879	35,812	4,745,124
	Roumania.....	.....	49,262	5,376,000
	Russia, in Europe.....	1882	2,074,686	84,851,886
	Servia.....	1879	18,767	1,670,000
	Spain.....	1879	195,775	16,623,389
	Sweden and Norway.....	1881	293,849	6,391,398
	Switzerland.....	1880	15,991	2,846,102
	Turkey, in Europe.....	.....	80,000	5,275,000
	Total.....	.....	3,782,420	328,379,923
Asia.....	Afghanistan.....	.....	278,600	2,500,000
	Arabia (Ind.).....	.....	1,500,000	3,265,000
	Beluchistan.....	.....	140,000	1,000,000
	British India.....	1881	1,473,687	253,382,186
	Chinese Empire.....	.....	4,539,750	434,580,000
	East India Islands.....	.....	786,500	34,500,000
	Farther India.....	.....	873,151	36,504,250
	Independent Turkistan.....	.....	194,345	3,000,000
	Japan.....	.....	147,629	35,925,313
	Persia.....	.....	636,000	5,000,000
	Portuguese Settlements.....	.....	7,134	877,500
	Russia, in Asia.....	1882	6,250,707	15,186,456
	Turkey do.....	.....	729,981	17,536,465
	Total.....	.....	17,557,484	813,257,170
Africa.....	Abyssinia.....	.....	153,000	3,000,000
	Algeria.....	.....	123,000	2,870,000
	British South Africa.....	.....	546,230	1,891,500
	Central Africa, including Somah & Gallas.....	.....	4,000,000	50,000,000
	Egypt.....	.....	870,000	17,400,000
	Gold Coast, Sierra Leone, &c.....	1881	17,609	699,966
	Liberia.....	.....	50,000	1,500,000
	Lower Guinea.....	.....	280,000	2,000,000
	Madagascar.....	.....	228,570	3,000,000
	Morocco.....	.....	260,000	6,000,000
	Orange Free State.....	.....	42,470	50,000
	Portuguese Settlements.....	.....	697,365	2,410,000
	Sahara.....	.....	2,500,000	5,000,000
	Senegambia.....	.....	147,000	4,000,000
	Soudan.....	.....	1,250,000	30,000,000
	Transvaal.....	.....	114,360	700,000
	Tripoli.....	.....	314,400	1,200,000
	Tunis.....	.....	45,716	1,500,000
	Zanzibar.....	.....	100,000	5,000,000
	Total.....	.....	11,774,720	138,190,466

[1886]

273



No. 14—AREA and Population of the Globe, &c—*Continued.*

Continent.	Country.	Years of Census.	Area English square Miles.	Population.
America.....	Dominion of Canada .....	1881	3,470,391	4,324,810
	Greenland.....		750,000	14,000
	Mexico .....		741,820	9,650,000
	Newfoundland.....	1874	40,200	161,339
	United States.....	1880	3,603,884	50,152,866
			8,608,296	64,303,065
	Central America .....		164,900	2,600,000
	West Indies.....		150,000	4,500,000
	Argentine Republic. ....	1880	1,357,806	2,540,000
	Bolivia.....		500,870	2,315,000
	Brazil.....		3,288,000	10,200,000
	Chili.....	1882	182,790	2,234,000
	Colombia.....		320,750	3,100,000
	Ecuador.....		248,350	1,066,000
	Guiana.....	1881	178,370	341,800
	Patagonia.....		375,000	200,000
	Paraguay.....		56,700	293,844
	Peru.....		503,380	3,374,000
	Uruguay.....	1880	69,800	450,000
	Venezuela.....	1881	403,276	2,075,245
	Total.....		16,406,408	99,602,954
Australasia.....	Australia.....	1881	2,946,555	2,235,734
	New Zealand.....	1881	106,260	489,993
	Tasmania.....	1881	26,215	115,705
	Total.....		3,079,030	2,841,432
Polynesia .....			350,000	30,000,000

## RECAPITULATION.

Europe	about.	3,800,000	329,000,000
Asia	do	17,600,000	844,000,000
Africa	do	11,800,000	129,000,000
America	do	16,500,000	100,000,000
Australasia	do	3,100,000	3,000,000
Polynesia	do	350,000	30,000,000
		53,150,000	1,445,000,000
Various			5,150,000
	Grand total.....	53,150,000	1,450,150,000

No. 15.—TABLE of the British Possessions throughout the World, with their Population and Area in English Square Miles, in 1881.

	Area.	Population.
	Eng. sq. miles.	
<b>In Europe—</b>		
British Islands .....	121,115	36,100,000
Gibraltar .....		23,991
Heligoland .....		2,001
Malta and Gozo .....	117	149,782
<b>In Asia—</b>		
British India (including Dependent States).....	1,558,254	254,000,000
Ceylon.....	24,702	2,758,166
Straits Settlement (Singapore, &c).....	1,440	350,000
Aden (including Perim Island).....	70	35,163
Hong Kong.....	32	160,403
Labuan Island.....	30	6,000
<b>In Africa—</b>		
Gambia River .....	21	14,150
Sierra Leone.....	468	60,546
Gold Coast Colony.....	16,620	520,000
Lagos.....	75,270	.....
Cape Colony.....	240,110	1,249,824
Natal.....	18,750	361,537
Mauritius and Dependencies (Rodriguez, &c.).....	704	359,419
Ascension Island.....	35	.....
St. Helena Island.....	47	5,059
<b>In North America—</b>		
Dominion of Canada.....	3,470,392	4,324,810
Newfoundland.....	40,210	161,389
British Honduras or Belize.....	6,500	27,452
Jamaica.....	4,256	580,804
Bahama Islands .....	5,794	43,521
Trinidad and other West India Islands.....	3,287	989,059
Bermuda Islands.....	41	14,434
<b>In South America—</b>		
British Guiana.....	85,000	252,186
Falkland Islands.....	4,740	1,543
<b>In Oceania—</b>		
New South Wales, Australia.....	310,937	750,000
Victoria do .....	87,834	862,346
Queensland do .....	668,225	213,525
South Australia.....	903,690	279,865
West Australia.....	975,824	30,200
Tasmania.....	26,214	115,705
New Zealand.....	106,260	489,993
<b>Total of British Empire through the world.....</b>	<b>8,757,029</b>	<b>305,292,872</b>

## No. 16.—TABLE of Largest Empires.

	Area in square miles.	Population at last Census.	Population per square mile.
British Empire.....	8,757,029	305,292,872	34.7
Russian do .....	8,325,293	100,038,342	12.0
Chinese do .....	4,540,000	435,000,000	96.0
United States.....	3,002,852	52,152,866	17.3
Brazilian Empire.....	3,288,000	10,200,000	3.1
French Republic.....	204,096	37,672,048	184.5
German Empire.....	208,744	45,194,177	216.5
Spain (including Colonies).....	320,975	24,914,000	77.6
Italy .....	114,408	28,459,451	248.7

## No. 17.—POPULATION OF THE GLOBE BY RACES.

TAKEN FROM KEITH JOHNSTON'S GEOGRAPHY, LONDON, 1880.

Indo-Germanic or Aarian.....	550,000,000
Mongolian, or Turanian.....	635,000,000
Semitic and Hamitic .....	65,000,000
Negro and Bantu .....	150,000,000
Hottentot and Bushmen.....	150,000
Malay and Polynesian.....	35,000,000
American Indian.....	15,000,000
Total .....	1,450,150,000

## No. 18.—POPULATION OF THE GLOBE BY RELIGIONS.

TAKEN FROM KEITH JOHNSTON'S GEOGRAPHY, LONDON, 1880.

Christians .....	375,000,000
Jews .....	7,000,000
Mohammedans .....	170,000,000
Buddhists .....	503,000,000
Hindus .....	177,000,000
Heathen and Fetish Worshippers .....	170,000,000
Various and Unknown .....	48,150,000
Total .....	1,450,150,000

N.B.—The population of the Chinese Empire is stated variously in different authors. The greatest has been taken in these tables.



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APPENDIX No. 24.

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PART IV.

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COMPARATIVE TABLES OF DISTANCES, Etc.,  
FROM LIVERPOOL, ENGLAND, ON THE ATLANTIC,  
TO YOKOHAMA, JAPAN, ON THE PACIFIC,  
BY THE SHORTEST OCEAN ROUTES,  
AND BY THE SHORTEST TRUNK LINES OF RAILWAY,  
IN CANADA AND THE UNITED STATES, IN NORTH AMERICA  
CONNECTING THE TWO OCEANS.

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N. B.—See Notes at the end of these tables respecting Transfer of North Shore Railway, between Quebec and Montreal, to the Canadian Pacific Railway Company, on 19th September 1885, and also respecting progress of the last named railway up to the most recent date prior to the publication of these notes, also respecting date of completion, and repayment of Government loan, by Canadian Pacific Railway Company.



Ref. No. 35,526.

APPENDIX No. 24.---*Continued.*

## PART IV.

INDEX to Comparative Tables of Distances, &c., from Liverpool, England, to Yokohama, Japan, by the shortest Ocean and Railway Routes, through Canada to Port Moody and the United States to San Francisco.

No. 1.....	A 1.....	QUEBEC Route:—Liverpool to Quebec <i>via</i> Cape Race; thence to Port Moody <i>via</i> North Shore and Canadian Pacific Railways; also, by water from Victoria, Vancouver Island, to San Francisco.
No. 1.....	A 2.....	QUEBEC Route.—Liverpool to Quebec <i>via</i> Strait of Belle-Ile; thence to Port Moody <i>via</i> North Shore and Canadian Pacific Railways; also, by water from Victoria, Vancouver Island, to San Francisco.
No. 2.....	B.....	QUEBEC, Owen Sound, Lakes Huron and Superior Route:—By North Shore Railway to Montreal; Canadian Pacific Railway to Ottawa; thence Subsidiary Line of C.P.R. to Owen Sound; thence across Lakes Huron and Superior to Port Arthur; thence C.P.R. to Port Moody. Summer route by railway and lake steamers, 1884-85.
No. 3.....	C.....	QUEBEC and Chicago Route:—By North Shore Railway to Montreal; Grand Trunk Railway to Detroit; United States Railway to Chicago, St. Paul and Emerson; thence C.P.R. to Winnipeg and Port Moody.
No. 4....	D 1.....	LOUISBOURG and Quebec Route, with Branch Lines to St. John, St. Andrew's, &c:—By Intercolonial, North Shore and Canadian Pacific Railways.
No. 5.....	D 2.....	LOUISBOURG, St. John, Mattawamkeag, Sherbrooke, Montreal and Port Moody Route:—By Intercolonial, New Brunswick, International, Grand Trunk and Canadian Pacific Railways.
No. 6.....	E 1.....	HALIFAX and Quebec Route, with Branch Lines to St. John and St. Andrew's:—By Intercolonial, North Shore and Canadian Pacific Railways.
No. 7....	E 2.....	HALIFAX, St. John, Mattawamkeag, Sherbrooke, Montreal and Port Moody Route:—By Intercolonial, New Brunswick, International, Grand Trunk and Canadian Pacific Railways.
No. 8.....	F 2.....	ST. JOHN, Edmundston and Quebec Route:—By Fredericton and Edmundston Railway, Témiscouata Road and Intercolonial Railway to Quebec; thence to Port Moody by North Shore and Canadian Pacific Railways.
No. 8....	F 1.....	ST. JOHN, Moncton and Quebec Route:—By Intercolonial Railway from St. John to Quebec <i>via</i> Moncton; thence to Port Moody by North Shore and Canadian Pacific Railways.
No. 9....	F 3.....	ST. JOHN, Mattawamkeag, Sherbrooke, Montreal and Port Moody Route:—By New Brunswick, International, Grand Trunk and Canadian Pacific Railways.
No. 10...	G 1.....	ST. ANDREW'S, Edmundston, Rivière du Loup and Quebec Route:—By New Brunswick Railway, Témiscouata Road and Intercolonial Railway; thence to Port Moody by North Shore and Canadian Pacific Railways.
No. 11...	G 2.....	ST. ANDREW'S, Mattawamkeag, Sherbrooke, Montreal and Port Moody Route:—By New Brunswick, International, Grand Trunk and Canadian Pacific Railways.
No. 12...	H.....	CHATHAM, New Brunswick, Edmundston and Quebec Route:—By Projected Railway.
No. 13...	A.....	DETAILS—Route A:—North Shore Railway, Quebec to Montreal: Canadian Pacific Railway, from Montreal to Port Moody. Portions completed and in progress, money and land subsidies, and expenditure, &c.
No. 14...	A.....	DETAILS—Route A <i>Continued</i> :—Canadian Pacific Railway—Main trunk, branch and subsidiary lines, 1884.



INDEX to Comparative Tables of Distances, &c., from Liverpool, England, to Yokohama, Japan, &c.—*Continued.*

No. 15...	B .....	DETAILS—Route B:—Comparative Statement of Distances from Montreal and Ottawa to Toronto, <i>viâ</i> Canadian Pacific and Grand Trunk Railways.
No. 16...	C .....	DETAILS—Route C:—Comparative Table of Distances from Quebec and other places to Port Moody, <i>viâ</i> North Shore, Grand Trunk, United States and Canadian Pacific Railways.
Nos. 17 & 18...	A to H.	COMPARATIVE Tables of Distances on the Various Routes indicated from Liverpool to the principal Seaports and Inland Ports of Canada, &c., and to Yokohama.
No. 19...	A to H.	SUMMARY—Routes A, B, C, D, E, F, G, H:—Comparative Statement of Distances between Liverpool and Yokohama, on the respective Routes indicated through Canada, <i>viâ</i> Port Moody.
No. 20...	A 1, A 2	SUBSIDIES granted to North Shore Railway from Quebec to Montreal, and Canadian Pacific Railway, Montreal to Ottawa.
No. 21...	D 1, D 2	SUBSIDIES granted for the construction of a Railway from Oxford Station on the Intercolonial Railway to Louisbourg or Sydney, in the Province of Nova Scotia.
No. 22...	F 2, G 1	SUBSIDY granted for the construction of a Railway from Edmundston or Little Falls, New Brunswick, to Intercolonial Railway at Rivière du Loup, Province of Quebec.
No. 23...	D 2, E 2, E 3, G 2	SUBSIDY granted to the International Railway Company for 49 miles of their Railway from Sherbrooke, in the Province of Quebec, to the International Boundary Line.
No. 24...	E 1, E 2, F 2, F 3	SUBSIDY granted for the construction of a line of Railway connecting Montreal with the Harbours of St. John and Halifax, by the shortest and best practicable route.
No. 25...	A 1, A 2	SUBSIDY granted for the construction of a Railway and Telegraph Line from Esquimaux to Nanaimo, on Vancouver Island, British Columbia.
No. 26...	I 1.....	PORTLAND, Montreal, Chicago and San Francisco Route:—By Grand Trunk and United States Railways.
No. 27...	I 2.....	PORTLAND, Niagara Falls, Chicago and San Francisco Route:—By Boston and Maine—Chicago, Detroit and Niagara Falls Short Line, and United States Railways.
No. 28...	J 1.....	BOSTON, Chicago and San Francisco Route:—By Chicago, Detroit and Niagara Falls Short Line and United States Railways.
No. 29...	J 2.....	BOSTON, St. Louis and San Francisco Route:—By New York, New Haven and Hartford—Pennsylvania, Cincinnati and Baltimore, and St. Louis and San Francisco Railways.
No. 30...	K 1.....	NEW YORK, Chicago and San Francisco Route:—By Chicago, Detroit and Niagara Falls Short Line—Chicago, Rock Island and Pacific—Union Pacific and Central Pacific Railways.
No. 31...	K 2.....	NEW YORK, Cincinnati, St. Louis and San Francisco Route:—By Cincinnati, Washington and Baltimore—St. Louis and San Francisco Railways.
No. 32...	K 3 .....	NEW YORK, Indianapolis, St. Louis and San Francisco Route—By Vandalia Line, and St. Louis and San Francisco Railway.
No. 33...	L 1.....	PHILADELPHIA, Chicago and San Francisco Route:—By Philadelphia and Reading—Chicago, Detroit and Niagara Falls Short Line, and United States Railways.
No. 34...	L 2.....	PHILADELPHIA, Cincinnati, St. Louis and San Francisco Route:—By Cincinnati, Washington and Baltimore and St. Louis and San Francisco Railways.
No. 35...	L 3.....	PHILADELPHIA, Indianapolis, St. Louis and San Francisco Route:—By Vandalia Line, and St. Louis and San Francisco Railway.
No. 36...	M 1.....	BALTIMORE, Chicago and San Francisco Route:—By Baltimore and Ohio—Chicago, Rock Island and Pacific—Union Pacific and Central Pacific Railways.
No. 37...	M 2.....	BALTIMORE, Cincinnati, St. Louis and San Francisco Route:—By Cincinnati, Washington and Baltimore and St. Louis and San Francisco Railways.

INDEX to Comparative Tables of Distances, &c., from Liverpool, England, to Yokohama, Japan, &c.—*Concluded.*

No. 38...	M 3 .....	BALTIMORE, Indianapolis, St. Louis and San Francisco Route:—By Vandalia Line and St. Louis and San Francisco Railway.
No. 39...	N 1 .....	RICHMOND, Louisville, St. Louis and San Francisco Route:—By Richmond and Ohio—Louisville and Nashville—Louisville, Evansville and St. Louis and San Francisco Railways.
No. 40...	N 2 .....	RICHMOND, Cincinnati, St. Louis and San Francisco Route:—By Richmond, Fredericksburg and Potomac—Cincinnati, Washington and Baltimore—St. Louis and San Francisco Railways.
No. 41...	N 3 .....	RICHMOND, New Orleans and San Francisco Route:—By Richmond and Dannville—Western Railway of Alabama—Louisville and Nashville—Galveston, Harrisburg and San Antonio System—Southern Pacific and Central Pacific Railways.
No. 42...	O .....	NEW ORLEANS and San Francisco Route:—By Galveston, Harrisburg and San Antonio System—Southern Pacific and Central Pacific Railways.
No. 43...	I 1 to O.	SUMMARY—Routes I 1, I 2, J 1, J 2, K 1, K 2, K 3, L 1, L 2, L 3, M 1, M 2, M 3, N 1, N 2, N 3, O:— Comparative statement of distances between Liverpool and Yokohama, on the respective routes indicated through the United States <i>via</i> San Francisco.
No. 44...	.....	NOTES respecting the completion of the Canadian Pacific Railway; and the transfer of the North Shore Railway—Also respecting the equipment, traffic earnings and operating expenses of the Canadian Pacific Railway, for the years 1884 and 1885.





A. 1 to H.

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ROUTES THROUGH CANADA  
VIA  
PORT MOODY.

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FOR DETAILS, SEE NOS. 1 TO 25.

FOR SUMMARY OF CANADIAN ROUTES, SEE No. 19.

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For Routes through United States *viâ* San Francisco, see I 1 to O, or No. 26 to 42.

For Summary of United States Routes, see No. 43.

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## ROUTES A 1, A 2.

Distances from Liverpool, England, to Yokohama, Japan.

## No. 1.—QUEBEC ROUTE.

By Main Trunk Line of North Shore and Canadian Pacific Railways.

Also Water and Railway Route to Victoria, Vancouver Island, and San Francisco, California.

From	To	Intermediate Mileage. Statute Miles.	Geographi- cal Miles.	Statute Miles.
Liverpool .....	Quebec <i>via</i> Cape Race .....	Atlantic Ocean .....	2,819·0	3,249
Quebec .....	Three Rivers .....	77	66·8	77
	St. Martin Junction, 12 miles from Montreal...	82	137·9	159
	Ottawa .....	108	231·6	267
	Sudbury Junction .....	324	512·7	591
	Port Arthur .....	547	987·3	1,138
	Winnipeg .....	429	1,359·5	1,567
	Portage la Prairie .....	56	1,408·0	1,623
	Brandon .....	77	1,474·8	1,700
	Qu'Appelle .....	191	1,640·5	1,891
	Regina .....	33	1,669·2	1,924
	Calgary .....	482	2,087·3	2,406
	Stephen .....	123	2,194·0	2,529
	Savona Ferry .....	268	2,426·5	2,797
	Port Moody .....	215	2,613·1	3,012
Port Moody .....	Yokohama .....	Pacific Ocean .....	4,374·0	5,042
Total—Liverpool ....	Yokohama <i>via</i> Cape Race, Quebec and Main Trunk Line of North Shore and Canadian Pacific Rail- ways.....	A 1.	9,806·0	11,303
	Deduct difference between Cape Race and Strait of Belle-Ile .....		158·0	182
Total—Liverpool.....	Yokohama <i>via</i> Strait of Belle-Ile .....	A 2.	9,648·0	11,121
Total—Quebec.....	do do .....		6,829·0	7,872
Liverpool .....	Port Moody <i>via</i> Quebec, N. S. and C. P. Railways .....		5,431·7	6,261
Port Moody.....	Nanaimo, Vancouver Island...Across Strait of Georgia..		39·0	45
Nanaimo .....	Victoria do ...Along N.E. side of Strait. Railway .....		63·3	73
Total—Liverpool ....	do do ...Strait of Georgia.....		5,534·0	6,379
Victoria .....	San Francisco, California.....	Pacific Ocean	759·0	875
Total—Liverpool.....	do <i>via</i> Quebec and Port Moody.....		6,293·0	7,254
Total—Quebec .....	San Francisco <i>via</i> Quebec and Port Moody.....		3,474·0	4,005

N.B.—For details respecting North Shore and Canadian Pacific Railways and branches, as regard portions completed, subsidies, cost, &c., see tables Nos. 13, 14, 20 to 25.

For comparative statements of distances on various routes, see tables Nos. 17, 18, 19.

The railway from Nanaimo to Victoria, and thence to Esquimalt, some 3 miles further, was completed 16th October, 1886.



## ROUTE B.

Distances from Liverpool, England, to Yokohama, Japan.

## No. 2.—QUEBEC, OWEN SOUND, LAKES HURON AND SUPERIOR ROUTE.

By North Shore Railway to Montreal; main trunk line of Canadian Pacific Railway to Ottawa; thence subsidiary line of Canadian Pacific Railway to Owen Sound; thence across Lakes Huron and Superior to Port Arthur; thence main line, Canadian Pacific Railway, to Port Moody.

Summer route by railway and lake steamers, 1884-1885.

From	To	Intermediate Mileage Statute Miles.	Geo- graphical Miles.	Statute Miles.
Liverpool .....	Quebec <i>via</i> Cape Race..... Atlantic Ocean .....		2,819 0	3,259
Quebec.....	Three Rivers .....	77	66 8	77
	St. Martin Junction, 12 miles from Montreal.....	82	137 9	159
	Ottawa.....	108	231 6	267
	Perth.....	59	282 8	326
	Toronto Junction, 4½ miles from Toronto.....	199	455 4	525
	Orangeville .....	43½	493 1	568 5
	Owen Sound.....	73½	556 9	642
	Sault Ste. Marie Canal .....	250	773 8	892
	Port Arthur .....	280	1,016 7	1,172
	Winnipeg .....	429	1,388 9	1,601
	Portage la Prairie .....	56	1,437 5	1,657
	Brandon.....	77	1,504 3	1,734
	Qu'Appelle.....	191	1,670 0	1,925
	Regina .....	33	1,698 7	1,958
	Calgary.....	482	2,116 8	2,440
	Stephen.....	123	2,223 5	2,563
	Savona Ferry.....	268	2,456 0	2,831
	Port Moody.....	215	2,642 5	3,046
Port Moody.....	Yokohama..... Pacific Ocean .....		4,374 0	5,042
Total—Liverpool	Yokohama, <i>via</i> Quebec, North Shore Railway and subsidiary line of Canadian Pacific Railway, Lakes Huron and Superior <i>via</i> Cape Race.....		9,835 0	11,337
	Deduct difference between Cape Race and Strait of Belle-Ile....		158 0	1
	Yokohama, <i>via</i> Strait of Belle-Ile.....		9,677 0	11,155

N.B.—For comparative statement of distances from Montreal and Ottawa to Toronto, *via* Canadian Pacific main trunk, subsidiary and branch lines, and Grand Trunk Railway, see No 15.

For comparative statement of distances on the various routes, see Nos. 17, 18, 19.

## ROUTE C.

Distances from Liverpool, England, to Yokohama, Japan.

## No. 3.—QUEBEC AND CHICAGO ROUTE.

By North Shore Railway to Montreal; thence Grand Trunk Railway to Detroit; thence United States Railways to Chicago, St. Paul and Emerson; thence Canadian Pacific Railway to Winnipeg and Port Moody.

United States and Canada.

From	To	Intermediate Mileage. Statute Miles.	Geo- graphical Miles.	Statute Miles.
Liverpool .....	Quebec <i>via</i> Cape Race.....Atlantic Ocean .....		2,819·0	3,249
Quebec. ....	Montreal .....	171	148·4	171
	Toronto .....	333	437·2	504
	Detroit.....	231	637·6	735
	Chicago.....	268	870·2	1,003
	St. Paul West.....	410	1,225·8	1,413
	Minneapolis.....	10	1,234·5	1,423
	Emerson .....	381	1,565·1	1,304
	Winnipeg .....	66	1,622·3	1,870
	Portage la Prairie.....	58	1,670·9	1,926
	Brandon .....	77	1,737·7	2,003
	Qu'Appelle .....	191	1,903·4	2,194
	Regina .....	33	1,932·0	2,227
	Calgary .....	482	2,350·2	2,709
	Stephen .....	123	2,456·9	2,832
	Savona's Ferry .....	268	2,689·4	3,100
	Port Moody.....	215	2,875·9	3,315
Port Moody.....	Yokohama.....Pacific Ocean .....		4,374·0	5,042
Total—Liverpool	Yokohama <i>via</i> Cape Race, Quebec and Chicago.....		10,069·0	11,606
	Deduct difference between Cape Race and Strait of Belle-Ile....		153·0	182
	Yokohama <i>via</i> Strait of Belle-Ile, Quebec and Chicago.....		9,911·0	11,424

N.B.—For comparative table of distances from the various points along this route to Port Moody, see No. 16.

For comparative statement of distances on various routes, see Nos. 17, 18, 19.

## ROUTE D 1.

Distances from Liverpool, England, to Yokohama, Japan.

## No. 4.—LOUISBOURG AND QUEBEC ROUTE WITH BRANCH LINES TO ST. JOHN, ST. ANDREW'S, &amp;C.

By Intercolonial, North Shore and Canadian Pacific Railways.

From	To	Intermediate Mileage. Statute Miles.	Geo- graphical Miles.	Statute Miles.
Liverpool.....	Louisbourg ..... Atlantic Ocean .....	.....	2,350 0	2,709
Louisbourg.....	Port Mulgrave..... Projected Railway	80	69.4	80
	New Glasgow...Branch Intercolonial Railway.	80	138.8	160
	Truro.....	43	176.1	203
	Moncton..... Intercolonial Railway	125	284.6	328
	Chatham Junction.....	72	347.0	400
	Rimouski.....	237	552.6	637
	Rivière du Loup.....	65	609.0	702
	Quebec.....	126	718.3	828
	St. Martin Junction..... North Shore Railway	159	856.3	987
	Montreal.....	12	866.7	999
	Ottawa <i>via</i> St. Martin.... Canadian Pacific Ry.	108	950.0	1,095
	Sudbury Junction.....	324	1,231.0	1,419
	Port Arthur.....	547	1,705.6	1,986
	Winnipeg.....	429	2,077.8	2,395
	Portage la Prairie.....	56	2,126.4	2,451
	Brandon.....	77	2,193.1	2,528
	Qu'Appelle.....	191	2,358.9	2,719
	Regina.....	33	2,387.5	2,752
	Calgary.....	482	2,805.7	3,234
	Stephen.....	123	2,912.4	3,357
	Savona Ferry.....	268	3,144.9	3,625
	Port Moody.....	215	3,331.4	3,810
Port Moody.....	Yokohama..... Pacific Ocean .....	.....	4,374.0	5,042
Total—Liverpool. ...	Yokohama <i>via</i> Louisbourg, Intercolonial, North Shore and Canadian Pacific Railways. ....	.....	10,055.0	11,591
Liverpool... ..	Louisbourg..... Atlantic Ocean	.....	2,350.0	2,709
Louisbourg.....	Truro..... Branch Intercolonial Railway	.....	176.0	203
Truro.....	Halifax..... Intercolonial Railway	.....	54.0	62
Total—Liverpool ...	Halifax <i>via</i> Truro and Intercolonial Railway .....	.....	2,580.0	2,974
Liverpool. ....	Louisbourg.....	.....	2,350.2	2,709
Louisbourg....	Truro.....	.....	176.1	203
Truro.....	Moncton.....	.....	108.4	125
Moncton.....	St. John.....	.....	77.2	89
Total—Liverpool....	St. John <i>via</i> Louisbourg, Truro, Moncton.....	.....	2,711.9	3,126
	St. Andrew's do do .....	.....	2,785.6	3,211
	St. Stephen do do .....	.....	2,856.7	3,293

N.B.—For comparative statements of distances on various routes, and subsidies, see Nos. 17, 18, 19, 21, and notes at the end of these tables.

The distance from Louisbourg to a point opposite Port Mulgrave (Canso) according to Survey made in 1885, is 83 miles; the grades are 80 feet to the mile, and the work is heavy.

See report, C. Schreiber, Chief Engineer, Government Railways, 18th Jan., 1886.

See Note No. 21, respecting subsidy, etc.

See Note under table No. 9, part III., respecting new terminus of Intercolonial railway, whereby it was shortened by 10 miles, in 1885.



## ROUTE D 2.

Distances from Liverpool, England, to Yokohama, Japan.

## No. 5.—LOUISBOURG, ST. JOHN, MATTAWAMKEAG, SHERBROOKE, MONTREAL AND PORT MOODY ROUTE.

From	To	Geo- graphical Miles.	Statute Miles.
Liverpool.....	Louisbourg ..... Atlantic Ocean	2,350	2,709
Louisbourg....	New Glasgow—See Route D 1.....	139	160
New Glasgow .....	St. John, N.B. .... Intercolonial Railway	223	257
St. John.....	Mattawamkeag Junction...St. John & Maine and European & North American Railways.....	128	147
MattawamkeagJunc- tion.....	Lake Mégantic....Projected continuation of International Railway. ....	117	135
Lake Mégantic.....	Sherbrooke. .... International Railway	60	69
Sherbrooke.....	Montreal..... Grand Trunk Railway	88	101
Montreal.....	St-Martin Junction. .... Canadian Pacific Railway	10	12
St. Martin Junction..	Port Moody.....Canadian Pacific Railway—For details, see D 1.....	2,475	2,853
Total—Louisbourg...	Port Moody ..... Railway	3,240	3,734
Port Moody .....	Yokohama..... Pacific Ocean	4,374	5,042
Total—Liverpool....	Yokohama, <i>via</i> Louisbourg, St. John, Mattawamkeag, Sher- brooke, Montreal and Port Moody .....	9,964	11,485

N.B.—For comparative statements of distances on the various routes, see Nos. 17, 18, 19.

For subsidies, see Nos. 21, 23, and notes at the end of these tables.

St. John to Vanceboro' ..... New Brunswick Railway, 91.5 Statute Miles.

Vanceboro' to Mattawamkeag ..... Maine Central Railway, 56.0 do

Vanceboro' to Portland ..... do do 250.7 do

The above is called the "Short Line Railway" between Montreal and the Atlantic Ocean; when completed, as is probable, in 1887, the Canadian Pacific Railway will extend from its new terminus "Vancouver" (14 miles west of Port Moody), on the Pacific, to Louisbourg or Sydney, Cape Breton, on the Atlantic.

See tables Nos. 7, 9, 11 and notes Nos. 21, 23, 24.

## ROUTE E 1.

Distances from Liverpool, England, to Yokohama, Japan.

## No. 6.—HALIFAX AND QUEBEC ROUTE WITH BRANCH LINES TO ST. JOHN AND ST. ANDREW'S.

By Intercolonial, North Shore and Canadian Pacific Railways.

From	To	Intermediate Mileage. Statute Miles.	Geo- graphical Miles.	Statute Miles.
Liverpool.....	Halifax, Nova Scotia.....Atlantic Ocean .....		2,500·0	2,881
Halifax .....	Truro.....Intercolonial Railway	62	53·8	62
	Moncton.....	125	162·2	187
	Chatham Junction.....	72	224·7	259
	Rimouski.....	237	430·3	496
	Rivière du Loup.....	65	456·7	561
	Quebec.....	126	596·0	687
	Three Rivers.....North Shore Railway	77	662·8	764
	St-Martin Junction .....	82	733·9	846
	Ottawa.....Canadian Pacific Railway	108	827·6	954
	Sudbury Junction.....	324	1,108·7	1,278
	Port Arthur .....	547	1,583·3	1,825
	Winnipeg.....	429	1,955·5	2,254
	Portage-la-Prairie.....	56	2,004·0	2,310
	Brandon .....	77	2,070·8	2,387
	Qu'Appelle.....	191	2,236·5	2,578
	Regina.....	33	2,265·2	2,611
	Calgary.....	482	2,683·3	3,093
	Stephen.....	123	2,790·0	3,216
	Savona Ferry.....	268	3,022·5	3,481
	Port Moody.....	215	3,209·1	3,699
Port Moody.....	Yokohama.....Pacific Ocean .....		4,374·0	5,042
Total--Liverpool	Yokohama, <i>viâ</i> Halifax, Quebec and C.P.R.....		10,083·0	11,622
Liverpool.....	Halifax .....		2,499·4	2,881
Halifax.....	Truro.....Intercolonial Railway		52·3	62
Truro.....	Moncton .....		108·4	125
Moncton.....	St. John .....		77·2	89
Total--Liverpool	St. John, <i>viâ</i> Halifax and Moncton.....		2,738·8	3,157
St. John.....	St. Andrew's.....Grand Southern Railway		73·7	85
Total--Liverpool	St. Andrew's, <i>viâ</i> Halifax, Moncton and St. John.....		2,812·5	3,242

N.B.—For comparative statements of distances on the various routes, see Nos. 17, 18, 19.

For subsidy, see No. 24.

See notes at end of these tables.

## ROUTE E 2.

Distances from Liverpool, England, to Yokohama, Japan.

## No. 7.—HALIFAX, ST. JOHN, MATTAWAMKEAG, SHERBROOKE, MONTREAL AND PORT MOODY ROUTE.

From	To	Geo- graphical Miles.	Statute Miles.
Liverpool.....	Halifax .....Atlantic Ocean	2,500	2,881
Halifax.....	St-John ..... Intercolonial Railway	239	276
St. John.....	St-Martin Junction—For details, see Route D 2.....	403	464
St-Martin Junction.	Port Moody—For details, see Route D 1.....	2,475	2,853
Total—Halifax.....	Port Moody.....Railway	3,117	3,593
Port Moody.....	Yokohama .....Pacific Ocean	4,374	5,042
Total—Liverpool....	Yokohama, <i>viâ</i> Halifax, St. John, Mattawamkeag, Sher- brooke, Montreal and Port Moody .....	9,991	11,516

N.B --For comparative statements of distances on the various routes, see Nos. 17, 18, 19.  
 For subsidy, see Nos. 23, 34.  
 See notes at end of these tables.

[1886]

291



## ROUTES F 1, F 2.

Distances from Liverpool, England, to Yokohama, Japan.

No. 8.—ST. JOHN, NEW BRUNSWICK AND QUEBEC ROUTE, with Branch Line to St. ANDREW'S.

By Fredericton and Edmundston Railway, Témiscouata Road and Intercolonial Railway to Quebec; thence by North Shore and Canadian Pacific Railways.

From	To	Intermediate Mileage Statute Miles	Geo- graphical Miles.	Statute Miles.
Liverpool.....	St. John ..... Atlantic Ocean		2,700·0	3,112
St. John.....	Fredericton Junction..... New Brunswick Railway	46	39·9	46
	Fredericton .....	22	69·0	68
	Edmundston .....	160	197·8	228
	Rivière du-Loup, Témiscouata Road. Projected railway	80	267·2	308
	Quebec .....	126	376·5	434
	Three Rivers .....	77	443·3	511
	St. Martin Junction, 12 miles from Montreal.....	82	514·5	593
	Ottawa..... Canadian Pacific Railway	108	608·2	701
	Sudbury Junction.....	324	889·2	1,025
	Port Arthur .....	547	1,363·7	1,572
	Winnipeg .....	429	1,736·0	2,001
	Portage-la-Prairie .....	56	1,784·6	2,057
	Brandon .....	77	1,851·4	2,134
	Qu'Appelle .....	191	2,017·1	2,325
	Regina .....	33	2,045·7	2,358
	Calgary .....	482	2,463·8	2,840
	Stephen .....	123	2,570·6	2,963
	Savona Ferry .....	268	2,803·1	2,231
	Port Moody.....	215	2 989·6	3,446
Port Moody.....	Yokohama..... Pacific Ocean		4,374·0	5,042
Total—Liverpool	Yokohama, <i>via</i> St. John, Fredericton, Quebec, North Shore and Canadian Pacific Railways..... F. 2.		10,064·0	11,600
Liverpool.....	St. John ..... Atlantic Ocean		2,700·0	3,112
St. John.....	Moncton ..... Intercolonial Railway		77·2	89
Moncton.....	Quebec .....		433·8	500
Total—Liverpool	Quebec, <i>via</i> St. John, Moncton..... Intercolonial Railway		3,211·0	3,701
	Ottawa, <i>via</i> St. John, Moncton... Intercolonial, North Shore and Canadian Pacific Railway		3 442·0	3,968
	Winnipeg .....		4,570·0	5,268
	Port Moody .....		5,824·0	6,713
	Yokohama..... Pacific Ocean. F. 1.		10,197·0	11,755
St. John.....	Halifax, <i>via</i> Moncton and Truro..... Intercolonial Railway		239·4	276
	Fredericton, <i>via</i> Fredericton Junction .....		59·0	69
	St. Andrew's, <i>via</i> Grand Southern Railway.....		73·7	85

N B.—For comparative statements of distances on the various routes, see Nos. 17, 18, 19.

For subsidy, Edmundston to Rivière du Loup, see No. 21.

See notes at end of these tables.

## ROUTE F 3.

Distances from Liverpool, England, to Yokohama, Japan.

## No. 9.—ST. JOHN, MATTAWAMKEAG, SHERBROOKE, MONTREAL AND PORT MOODY ROUTE.

From	To	Geographical Miles.	Statute Miles.
Liverpool .....	St. John..... Atlantic Ocean	2,700	3,112
St. John.....	Mattawamkeag Junction...St. John and Maine and European and North American Railways...	128	147
Mattawamkeag Junction .....	St. Martin Junction—For details, see Route D 2. ....	275	317
St-Martin Junction.	Port Moody—For details, see Route D 1.....	2,475	2,853
Total—St. John ....	Port Moody.....Railway	2,878	3,317
Port Moody.. .....	Yokohama ..... Pacific Ocean	4,374	5,042
Total—Liverpool.....	Yokohama, <i>via</i> St. John, Mattawamkeag, Sherbrooke, Montreal and Port Moody.....	9,952	11,471

N.B.—For comparative statements of distances on the various routes, see Nos. 17, 18, 19.

For subsidy, see No. 23.

St. John to Vanceboro' ..... New Brunswick Railway, 91.5 Statute Miles.

Vanceboro' to Mattawamkeag:.....Maine Central Railway, 56.0 do

See notes at end of these tables.

## ROUTE G 1.

Distances from Liverpool, England, to Yokohama, Japan.

No. 10.—ST. ANDREW'S, NEW BRUNSWICK AND QUEBEC ROUTE with Branch Line to St. John.

By Woodstock and Edmundston, Intercolonial, North Shore and Canadian Pacific Railways.

From	To	Intermediate Mileage. Statute Miles.	Geo- graphical Miles.	Statute Miles.
Liverpool .....	St. Andrew's..... Atlantic Ocean .....		2,680·0	3,089
St. Andrew's .....	McAdam Junction... New Brunswick Railway	43	37·3	43
	Woodstock .....	51	81·5	94
	Edmundston .....	113	179·6	207
	Rivière-du-Loup..... Témiscouata Road	80	249·0	287
	Quebec..... Intercolonial Railway	126	358·3	413
	Three Rivers..... North Shore Railway	77	425·1	490
	St-Martin Junction, 12 miles from Montreal....	82	496·2	572
	Ottawa..... Canadian Pacific Railway	108	589·9	680
	Sudbury Junction .....	324	871·0	1,004
	Port Arthur .....	547	1,345·6	1,551
	Winnipeg .....	429	1,717·8	1,980
	Portage-la-Prairie .....	56	1,766·3	2,036
	Brandon .....	77	1,833·1	2,113
	Qu'Appelle.....	191	1,998·8	2,304
	Regina .....	33	2,027·5	2,337
	Calgary .....	482	2,445·6	2,819
	Stephen .....	123	2,552·3	2,942
	Savona Ferry .....	268	2,784·8	3,210
	Port Moody .....	215	2,971·3	3,425
Port Moody .....	Yokohama..... Pacific Ocean .....		4,374·0	5,042
Total—Liverpool....	Yokohama, <i>via</i> St. Andrew's, Woodstock, Quebec, North Shore and Canadian Pacific Railways .....		10,025·0	11,556
Liverpool .....	St. Andrew's .....		2,680·0	3,089
St. Andrew's .....	McAdam Junction .....	43	37·3	43
McAdam Junction ..	Fredericton Junction.....	40	34·7	40
Fredericton Junction ..	Fredericton .....	22	19·1	22
Fredericton .....	Edmundston .....	160	138·8	160
Edmundston .....	Rivière-du-Loup. Témiscouata Road. Pro- jected Railway .....	80	69·4	80
Rivière-du-Loup .....	Quebec..... Intercolonial Railway	126	109·3	126
		471		
Total—Liverpool ....	Quebec, <i>via</i> St. Andrew's, McAdam Junction Fredericton, Edmundston and Rivière du Loup .....		3,088·5	3,560
Fredericton.....	St. John, <i>via</i> Fredericton Junction ...Railway	68	59·0	68
St. Andrew's .....	St. John, <i>via</i> Grand Southern Railwa.y.....	85	73·7	85

N.B.—For comparative statements on the various routes, see Nos. 17, 18, 19. For subsidy from Edmundston to Rivière du Loup, see No. 22; see notes also at end of these tables.



## ROUTE G 2.

Distances from Liverpool, England, to Yokohama, Japan.

## No. 11.—ST. ANDREW'S, MATTAWAMKEAG, SHERBROOKE, MONTREAL AND PORT MOODY ROUTE.

From	To	Geo- graphical Miles.	Statute Miles.
Liverpool.....	St. Andrews..... Atlantic Ocean	2,680	3,089
St. Andrew's.....	Mattawamkeag Junction, New Brunswick and European and North American Railways....	91	105
Mattawamkeag Junc- tion .....	St-Martin Junction—For details, see Route D 2. ....	275	317
St-Martin Junction...	Port Moody—For details, see Route D I. ....	2,475	2,853
Total—St. Andrew's	Port Moody..... Railway	2,841	3,275
Port Moody.....	Yokohama ..... Pacific Ocean	4,374	5,042
Total—Liverpool.....	Yokohama, <i>via</i> St. Andrew's Mattawamkeag, Sherbrooke, Montreal and Port Moody.....	9,895	11,406

N.B.—For comparative statements of distances on the various routes, see Nos. 17, 18 and 19.

For subsidy, see No. 23.

St. Andrew's to Vanceboro'.....New Brunswick Railway, 49 Statute miles.

Vanceboro' to Mattawamkeag Junction.....Maine Central do 56 do

See notes at end of these tables.

[1886]

295

## ROUTE H.

Distances from Liverpool, England, to Yokohama, Japan.

No. 12.—CHATHAM, NEW BRUNSWICK, EDMUNDSTON AND QUEBEC ROUTE.  
By Projected Railway.

From	To	Intermediate Mileage. Statute Miles.	Geo- graphical Miles.	Statute Miles.
Liverpool.....	Chatham, R. Miramichi. Atlantic Ocean, <i>via</i> Cape Race.....		2,558·0	2,919
Chatham.....	Chatham Junction.....	9	7·8	9
	Edmundston.....	165	143·0	165
	Quebec.....	170	290·6	335
	Montreal, St. Martin Junction....	169	428·5	494
	Ottawa.....	108	522·3	602
	Winnipeg.....	1,300	1,650·1	1,902
	Port Moody.....	1,445	2,903·7	3,347
Port Moody.....	Yokohama..... Pacific Ocean		4,374·0	5,042
Total--Liverpool	Yokohama, <i>via</i> Projected Railway, Chatham, Edmunds- ton and Quebec.....		9,836·0	11,338

N.B.—For comparative statements of distances on the various routes, see Nos. 17, 18 and 19.  
See notes also at end of these tables.



DETAILS—ROUTE A.  
No. 13.—NORTH RAILWAY, QUEBEC TO MONTREAL.  
CANADIAN PACIFIC RAILWAY, MONTREAL TO PORT MOODY.

NAMES AND SECTIONS OF RAILWAYS.	Constructed or nearly Completed.	In Progress or to be Constructed, Dec. 1883.	Total from Winnipeg.	Total from Montreal.	Total from Quebec and St.-Martin.	Commenced.	Completed or to be Completed.	Probable Expenditure on Railway by Federal Government.	REMARKS.
<b>NORTH SHORE RAILWAY.</b>	Miles.	Miles estimated.	Miles.	Miles.	Miles.		Completed.	\$	
Quebec to St.-Martin Junction.....	159		1,667		0	1874	1878	Conditional Cash Subsidies to Government, Province of Quebec, by Act 47 Vic., cap. 8, Quebec to Montreal.....	Not added below.
St.-Martin Junction to Montreal.....	12		1,408	12	189			1,914,000.00	Amount ex
			1,420	0	171				by Provincial Government of Quebec on North Shore Railway—Quebec to Ottawa:—
									Amount paid to 30th June, 1883..... \$13,117,730.54
									do voted for year 1884..... 239,476.00
									Total Expenditure exclusive of \$2,250,000 of claims in dispute..... \$13,357,206.54
									See Note No. 20 respecting subsidies by Fed. Gov., 1884.
<b>CANADIAN PACIFIC RAILWAY.</b>									
<b>EASTERN DIVISION—MAIN LINE.</b>									
Montreal to Ottawa—Includes 12 miles to Junction.....	120		1,300	120	267	1875	1878	Cash Subsidy to Government, Province of Quebec by Act 47 Vic., cap. 8, 18th April, 1884, Montreal to Ottawa.....	1,440,000.00
Ottawa to Pembroke.....	105		1,195	235	373	1871	1877	Cash Subsidy to Ottawa Central.....	1,440,000.00
Pembroke to Mattawan.....	94		1,101	319	466	1879	1882		
Mattawan to Ollander.....	25		1,076	345	492	1880	do		
<b>Eastern Section, per Contract C. P. R. Co.</b>									
Ollander to Sudbury Junction.....	99		976	444	591	1881	1883	Eastern Section.	
Sudbury Junction to Michipicoten.....	15	195	768	654	801	1883	do	Ollander to Selkirk.	
Michipicoten to Pic.....		140	626	784	941	do	do	Cash Subsidy to C.P.R. Co. Land.....	10,000,000.00
Pic to Nepigon (Red Rock).....	35	95	496	824	1,071	do	do		12,500,000.00
Nepigon (Red Rock) to Port Arthur.....	67		429	991	1,138	do	Completed '84		
<b>WESTERN DIVISION.</b>									
<b>Thunder Bay Section.</b>									
Port Arthur to Ignace.....	152		277	1,143	1,290	1876	1883	Various Contracts.	
<b>Wabigoon Section.</b>								Port Arthur to Selkirk.....	14,113,122.00
Ignace to Rat Portage.....	145		132	1,288	1,435	1878	do		
<b>Rat Portage Section.</b>								Selkirk to Winnipeg.....	375,000.00
Rat Portage to Selkirk.....	111		21	1,399	1,546	do	do		
Selkirk to Winnipeg.....	21		0	1,420	1,567	1876	1881		
<b>Brandon Section.</b>									
Winnipeg to Portage-la-Prairie.....	56		56	1,478	1,623	1881	Nov., 1881	Central Section.	
Portage-la-Prairie to Brandon.....	77		133	1,553	1,700	do	do	Selkirk to Savona Ferry (Kamloops). Cash Subsidy to C.P.R. Co.	15,000,000.00
<b>Broadview Section.</b>									
Brandon to Broadview.....	131		284	1,684	1,831	do	1882		
<b>Regina Section.</b>									
Broadview to Qu'Appelle.....	60		324	1,744	1,891	1882	do		
Qu'Appelle to Regina.....	33		367	1,777	1,924	do	Oct., 1882		
Regina to Moose Jaw.....	41		398	1,818	1,955	do	1882		
<b>Swift Current Section.</b>									
Moose Jaw to Swift Current.....	113		511	1,921	2,078	do	do		
<b>Medicine Hat Section.</b>									
Swift Current to Maple Creek.....	86		597	2,017	2,164	do	Feb., 1883	Land Subsidy to C.P.R. Co.	37,500,000.00
Maple Creek to Medicine Hat.....	63		660	2,080	2,227	1883	1883		
<b>Crowfoot Section.</b>									
Medicine Hat to Languevin.....	35		695	2,115	2,262	do	do		
Languevin to Bassano.....	62		757	2,177	2,324	do	do		
Bassano to Gleichen.....	28		795	2,205	2,352	do	do		
<b>Calgary Section.</b>									
Gleichen to Calgary, on Bow River.....	54		839	2,259	2,406	do	do		
Calgary to Morley.....	42		881	2,301	2,448	do	do		
Morley to Kananasia (Padmore).....	12		893	2,313	2,460	do	do		
Kanasia to Oanmore.....	13		906	2,326	2,473	do	do		
<b>Rocky Mountain Section.</b>									
Oanmore to Silver City.....	32		938	2,358	2,505	do	do		
Silver City to Laggan.....	17		965	2,376	2,522	do	Nov., 1883		
Laggan to Stephen—Summit, R.M.....	7		963	2,382	2,529	do	1884		
Stephen—Summit, R.M., to Savona Ferry (Kamloops).....		288	1,230	2,850	2,797	1884	1885		
<b>Western Section, D.O. (Not included in Contract to C. P. R. Co.)</b>									
Savona Ferry to Emory's Bar, Fraser River.....	129		1,259	2,779	1,926	1880	Time per contract, July, 1885	9,104,040.00	Constructed by D. O. Mills, Contractor—The last 29 miles from Boston Bar to Emory's Bar is one of the heaviest on Line. The track to be laid throughout towards September, 1884.
Emory's Bar to Port Moody, Burrard Inlet, Pacific Ocean.....	86		1,445	2,965	3,012	Feb. 22, 1882	do	2,486,255.00	Constructed by A. Onderdonk, Contractor—Track to be laid throughout towards July, 1884.
								338,094.00	Engine houses and station buildings on portions of railway, built by Federal Government, West of Port Arthur.
								397,538.67	Rolling stock on portions of railway, built by Federal Government, West of Port Arthur.
								\$104,694,052.05	Total, exclusive of Telegraph Lines, Branch Lines and Surveys.
								669,961.84	Telegraph Lines, prior to contract with Canadian Pacific Railway Co., 21st October, 1880, were built for 1,747 miles from Port William to British Columbia.
								3,262,696.50	Line on Peace River, and 1,200 miles from Port William to Edmonton were operated in April, 1878.
									Surveys from Ollander to Port Moody, etc., 1871 to 1881.
<b>TOTAL MAIN LINE, of which 1,172 miles built by C. P. R. Co., to within one mile of Stephen, on Summit, in 1881-82-83, and trains running thereon 1,131 miles in March, 1884. Regular trains to Summit, 20th July, 1884. Last spike driven east of Kamloops, and a special train passed through to Port Moody 7th Nov., 1885. Entire Railway opened for regular passenger and freight traffic, from Quebec to Victoria, 28th July, 1886.</b>	2,167	699	2,865	3,012				\$108,626,710.39	Out of which \$12,289,211.87, Cash Subsidy to Canadian Pacific Railway Company up to 31st December, 1883, exclusive of Land Subsidy = 13,582,707 acres, of which one-fifth to be retained by Government according to contract, 21st October, 1880, and Act 44 Vic., cap. 1, 16th February, 1881.
<b>Pembina Branch.....</b>							1877	1,121,798.05	Pembina Branch, 63 miles south from Winnipeg to Emerson. Total cost, 85 miles from Selkirk, \$1,496,793.05.
<b>West of Red River. Abandoned.....</b>							1880	159,488.15	West of Red River—Portion of Trunk Line before it was changed to present route.
<b>Georgian Bay Branch. Former line abandoned.....</b>							1883	63,728.35	Georgian Bay Branch, south of Lake Nipissing—from Ollander—Abandoned.
<b>Branch Line from Sudbury Junction to Algoma Mills.....</b>								Omitted.	Present Branch line, north of Lake Nipissing, from Sudbury Junction to Algoma Mills, Lake Huron, 93 miles being built by Canadian Pacific Railway Co. To be operated in 1885. Will be continued to Saut-Sainte-Marie, 107 miles further westward. Algoma Mills, 1,069 miles from Winnipeg, 537 from Montreal, 684 from Quebec.
<b>TOTAL PROBABLE COST OF C. P. R. from Montreal to Port Moody.....</b>							1875	\$109,971,724.94	This represents only the probable expenditure by the Federal Government.
							1878, except Gates.	288,278.61	Port Frances Lock, at the foot of Rainy Lake on the Dawson Route, 237 miles west from Port Arthur, Thunder Bay, Lake Superior, and 215 miles east from Winnipeg by the Dawson Route.
								Omitted.	Dawson Route. Overland and Water Route, from Port Arthur to Lake of the Woods and Winnipeg and Port William Road. Expenditure for construction only, \$1,027,919.12, includes \$74,193.01 for boats.
								\$110,260,003.45	Out of which \$36,219,918.78 cash payments up to 1st July, 1884, including branch from Winnipeg to Emerson, and exclusive of Land Subsidy to Canadian Pacific Railway Company.
									Trunk Line to be completed 1st May, 1885, as per agreement with Canadian Pacific Railway Company, dated 7th March, 1884, in consideration of a loan of \$22,500,000, and an advance therefrom of \$7,500,000, per Act 47 Vic., cap. 1.
									Loan to be repaid on or before 1st May, 1891, with interest at 5 per cent.

N.B.—For Branch and Subsidiary Lines of Canadian Pacific Railway.—See Table No. 14.  
For Details of Subsidies granted to North Shore Railway, from Quebec to Montreal, and Canadian Pacific Railway, from Montreal to Ottawa, in 1884.—See No. 20.  
For Summary of Routes A, B, C, D, E, F, G, H, from Liverpool, England, to Yokohama, Japan, through Canada, via Port Moody.—See No. 19.  
do 11 to O, through United States via San Francisco.—See No. 43.  
See Note at the end of this Appendix, respecting completion of railway,—shortest route between Liverpool, England, and Yokohama, Japan, also respecting repayment of loan to Canadian Pacific Railway Company.  
Since this table has been prepared, the Terminus of the Railway, westward, has been located at Vancouver, about 14 miles further westward, and the Rocky Mountain Section has been definitely located and constructed, which increases the total length of the Railway by 41 miles. This will be given in detail, in a subsequent report; this, however, does not affect the total distance between Liverpool and Yokohama, beyond 27 miles, which is unimportant.





DETAILS—ROUTE A—*Continued.*  
CANADIAN PACIFIC RAILWAY.

No. 14.—Main Trunk, Branch and Subsidiary Lines, 1885.

Statute Miles from Montreal.	From	To	Statute Miles.	Total.
MAIN TRUNK LINE, Montreal to Port Moody, 1,952 miles operated. About 913 miles remaining to be completed. 1884. (See note below.)			2,865	2,865
BRANCH LINES.				
19	Ste. Thérèse.....	St Eustache.....	8	
19	Ste. Thérèse.....	St. Jérôme.....	14	
21	St. Lin Junction.....	St. Lin.....	13	
118	Hull.....	Aylmer.....	7	
120	Ottawa, <i>via</i> St. Lawrence and Ottawa Railway.	Prescott.....	54	
149	Carleton Place Junction.....	Brockville.....	46	
167	Smith's Falls.....	Perth.....	12	
444	Sudbury Junction.....	Algoma Mills.....	93	
1,399	East Selkirk.....	Colville Landing....	2	
1,419	St. Boniface, 1 mile from Winnipeg Junction...	Emerson.....	64	
1,420	Winnipeg.....	Gretna.....	70	
1,476	Pembina Junction, Rosenfield.....	Manitou.....	46	
1,476	do do.....	Emerson.....	15	
1,420	Winnipeg.....	West Selkirk.....	22	
1,421	Air Line Junction, 1 mile from Winnipeg.....	S onewall.....	19	
1,420	Winnipeg, <i>v. à</i> Manitoba South-Western Colonization Railway.....	End of Track.....	51	
Total—Branch Lines.....			536	536
SUBSIDIARY LINES ACQUIRED BY LEASE OR PURCHASE.				
<i>Ontario and Quebec Railway.</i>				
179	Perth.....	Toronto Junction....	199	
<i>Credit Valley Railway.</i>				
382½	Toronto, Union Station.....	St. Thomas.....	121	
	Streetsville Junction.....	Orangeville.....	35	
	Church Falls.....	Elora.....	27	
<i>Toronto, Grey and Bruce Railway.</i>			183	
382½	Toronto.....	Owen Sound.....	122	
	Orangeville Junction.....	Teeswater.....	70	
Total—Subsidiary Lines.....			192	
			574	574
Total—Main Trunk, Branch Lines and Subsidiary Lines, under Canadian Pacific Railway Company to October, 1884....				3,975

N.B.—On 20th July, 1884, the above Railways were completed and operated, excepting 430 miles, north of Lakes Huron and Superior, also 268 miles west from summit of Rocky Mountains to Savona Ferry, and 215 miles thence to Port Moody, the whole in progress and to be completed, part in 1885 and the remainder in 1886. The Branch to Algoma Mills, not fully completed, to be operated in 1885—see Nos. 1 and 13. For progress made since July, 1884, see notes at end of summaries.

The extension of the Branch from Algoma to Saut-Ste-Marie will probably be commenced in 1887. See preceding table respecting completion of Main Trunk.

## DETAILS—ROUTE B.

## No. 15.—COMPARATIVE STATEMENT.

Distances from Montreal and Ottawa to Toronto, *viâ* Canadian Pacific and Grand Trunk Railways.

From	To	Geo-graphical Miles.	Statute Miles.
Montreal.....	Ottawa..... <i>viâ</i> C. P. R.	104	120
Ottawa.....	Perth..... do	51½	59
Perth.....	Toronto (Union Station) ..... do	176½	208½
Montreal.....	Toronto ..... <i>viâ</i> C. P. R.	331¾	382¾
Montreal.....	Prescott..... <i>viâ</i> G. T. R.	96	112
Prescott.....	Brockville..... do	11½	13
Brockville.....	Kingston..... do	40¾	47
Kingston.....	Toronto (Union Station)..... do	139¾	161
Montreal.....	Toronto..... <i>viâ</i> G. T. R.	288¾	333
Ottawa.....	Toronto (Union Station) <i>viâ</i> C. P. R.	227¾	262½
do.....	do <i>viâ</i> P. St. L. and O. and G. T. R.	238½	275
do.....	do <i>viâ</i> Brockville, C. P. R. and G.	245½	283

N.B.—See table of distances No. 2.  
See notes also at end of these tables.



## DETAILS—ROUTE C.

## No. 16.—COMPARATIVE TABLE OF DISTANCES—Statute Miles.

From Quebec and other places to Port Moody, *via* North Shore, Grand Trunk, United States and Canadian Pacific Railways.

Present Summer and Winter Route.

Canadian and United States Territories.

From	To	Intermediate.	Quebec.	Montreal.	Toronto.	Detroit.	Chicago.	St. Paul.	Winnipeg.
Quebec .....	.....	.....	0	171	504	735	1,003	1,413	1,870
Quebec .....	Montreal .....	171	171	0	333	564	832	1,242	1,699
Montreal .....	Toronto .....	333	504	333	0	231	499	909	1,366
Toronto .....	Detroit .....	231	735	564	231	0	268	678	1,135
Detroit .....	Chicago .....	268	1,003	832	499	268	0	410	867
Chicago .....	St. Paul, W. ....	410	1,413	1,242	909	678	410	0	457
St. Paul .....	Minneapolis .....	10	1,423	1,252	919	688	420	10	447
Minneapolis .....	St Vincent .....	379	1,802	1,631	1,293	1,067	799	389	68
St. Vincent .....	Emerson .....	2	1,804	1,633	1,300	1,069	801	391	66
Emerson .....	Winnipeg .....	66	1,870	1,699	1,366	1,135	867	457	0
Winnipeg .....	Portage la Prairie .....	56	1,926	1,755	1,422	1,191	923	513	56
Portage la Prairie .....	Brandon .....	77	2,003	1,832	1,499	1,268	1,000	590	133
Brandon .....	Qu'Appelle .....	191	2,194	2,023	1,690	1,459	1,191	781	324
Qu'Appelle .....	Regina .....	33	2,227	2,056	1,723	1,492	1,224	814	357
Regina .....	Swift Current .....	154	2,381	2,210	1,877	1,646	1,378	968	511
Swift Current .....	Medicine Hat .....	149	2,530	2,359	2,026	1,795	1,527	1,117	660
Medicine Hat .....	Gleichen .....	126	2,655	2,484	2,151	1,920	1,652	1,242	785
Gleichen .....	Calgary .....	54	2,709	2,538	2,205	1,974	1,706	1,266	839
Calgary .....	Canmore .....	67	2,776	2,605	2,272	2,041	1,773	1,363	906
Canmore .....	Silver City .....	32	2,808	2,637	2,304	2,073	1,805	1,395	938
Silver City .....	Stephen, summit of Rocky Mountains .....	24	2,832	2,661	2,328	2,097	1,829	1,419	962
Stephen .....	Savona's Ferry .....	†268	3,100	2,929	2,596	2,363	2,097	1,687	1,230
Savona's Ferry .....	Emory's Bar .....	†129	3,229	3,058	2,725	2,494	2,226	1,816	1,359
Emory's Bar .....	Port Moody .....	86	3,316	3,144	2,811	2,580	2,312	1,902	1,445

N.B.—† Estimated.—In progress, July, 1884.

† Nearly completed do

Last spike driven 7th Nov., 1885, and entire line opened to passenger and freight traffic.

26th July, 1886.

See table of distances No. 3.

For progress made since July, 1884, see notes at end of these tables.

[1886]

301

ROUTES A, B, C, *via*

## No. 17.—COMPARATIVE STATEMENT of Distances in Geographical and Statute Miles and Inland Ports of Canada, etc., and to

For Details—See Route	Quebec.		Montreal.		Toronto.		Ottawa.		Winnipeg.		Port Moody, Strait of Georgia, B.C.	
	Geographical Miles.	Statute Miles.	Geographical Miles.	Statute Miles.	Geographical Miles.	Statute Miles.	Geographical Miles.	Statute Miles.	Geographical Miles.	Statute Miles.	Geographical Miles.	Statute Miles.
...	2,819	3,249	City. 2,958	City. 3,409	3,247	3,742	3,061	3,529	.....	.....	.....	.....
A 1	2,819	3,249	St. Martin Junction. 2,957	St. Martin Junction. 3,408	.....	.....	3,051	3,516	4,178	4,816	5,432	6,261
A 2	2,661	3,067	City. 2,967	City. 3,420	.....	.....	2,893	3,334	4,020	4,634	5,274	6,079
B..	2,819	3,249	St. Martin Junction. 2,957	St. Martin Junction. 3,408	Junction. 3,274	Junction. 3,774	3,051	3,516	4,208	4,850	5,462	6,295
C..	2,819	3,249	City. 2,967	City. 3,420	City. 3,277	City. 3,778	.....	.....	4,441	5,117	5,695	6,564

N.B.—For routes D, E, F, G, H—See Comparative Statement No. 18.

For details of route A 1 to H—through Canada *via* Port Moody—See Nos. 1 to 25.For routes I 1 to O—through United States *via* San Francisco—See Nos. 26 to 43.

For summary of routes A 1 to H—through Canada—See No. 19.

For summary of routes I 1 to O—through United States—See No. 43.

See note at foot of table No. 13, respecting distances, etc.

## SEAPORT OF QUEBEC.

on the various Routes indicated from Liverpool, England, to the principal Seaports Yokohama on the Eastern Coast of Japan.

Victoria, B.C., <i>viâ</i> Nanaimo (Projected Rail- way.)		Yokohamo, East Coast of Japan.		Route.
Geographical Miles.	Statute Miles.	Geographical Miles.	Statute Miles.	
.....	.....	.....	.....	Atlantic Ocean <i>viâ</i> Malin Head, North of Ireland, Cape Race, New- foundland, Gulf and River St. Lawrence, etc. Water route throughout.
5,534	6,379	9,806	11,303	Atlantic <i>viâ</i> Cape Race to Quebec, North Shore and Canadian Pacific Railways to Port Moody, and Pacific Ocean to Yokohama, Japan.
5,376	6,197	9,648	11,121	Atlantic <i>viâ</i> Strait of Belle-Ile. Remainder the same as preceding route. The Cape Race route is 158 geographical miles = 182 statute miles longer than <i>viâ</i> Belle-Ile.
5,564	6,413	9,835	11,337	Atlantic <i>viâ</i> Cape Race to Quebec; thence North Shore and Cana- dian Pacific Railways <i>viâ</i> Montreal. Ottawa, Perth, Toronto, and Orangeville to Owen Sound; thence across Lake Huron to Sault Ste. Marie Canal; thence across Lake Superior to Port Arthur; thence Canadian Pacific Railway to Winnipeg and Port Moody; thence across Pacific Ocean to Yokohama, Japan. This is the present summer route through Canada. For same route <i>viâ</i> Strait of Belle-Ile, deduct 158 geographical miles = 182 statute miles.
5,797	6,682	10,069	11,606	Atlantic <i>viâ</i> Cape Race, North Shore Railway to Montreal; thence Grand Trunk Railway to Detroit; thence <i>viâ</i> United States Railways to Chicago and Emerson; thence Canadian Pacific Railway to Winnipeg. This was the winter route through Canada and the United States, pending the completion of the Canadian Pacific Railway, north of Lakes Huron and Superior, between Sudbury Junction and Port Arthur, and on the Rocky Mountains, between the summit and Savona's Ferry. On 20th July, 1884, the unfinished portions, then in progress, were estimated at 430 miles north of Lakes Huron and Superior, and at 268 miles on the Rocky Mountains. For progress made since July, 1884, see notes at the end of these tables.





ROUTES D, E, F, G, H, VIA SEAPORTS OF NOVA SCOTIA AND NEW BRUNSWICK.

No. 18.—COMPARATIVE STATEMENT of Distances in Geographical and Statute Miles, on the various Routes indicated from Liverpool, England, to the principal Seaports and Inland Ports of Canada, and to Yokohama, on the Eastern coast of Japan.—*Continued.*

For Details—See Route.	LOUISBOURG.		HALIFAX.		ST. JOHN.		ST. ANDREW'S.		CHATHAM.		QUENGO.		MONTREAL.		OTTAWA.		WINNIPEG.		PORT MOODY.		YOKOHAMA.		DESCRIPTION OF ROUTES.
	Geographical Miles.	Statute Miles.	Geographical Miles.	Statute Miles.	Geographical Miles.	Statute Miles.	Geographical Miles.	Statute Miles.	Geographical Miles.	Statute Miles.	Geographical Miles.	Statute Miles.	Geographical Miles.	Statute Miles.	Geographical Miles.	Statute Miles.	Geographical Miles.	Statute Miles.	Geographical Miles.	Statute Miles.	Geographical Miles.	Statute Miles.	
D 1....	2,350	2,709							Junction. 2,697 Town. 2,705	Junction. 3,169 Town. 3,118	3,068	3,537	St. Martin Junction. 3,208 City. 3,216 City. 3,104	St. Martin Junction. 3,696 City. 3,708 City. 3,578	3,900	3,804	4,428	5,104	5,681	6,549	10,055	11,591	Louisbourg Route <i>via</i> projected railway about 80 miles long to Port Mulgrave, Strait of Oanoo; thence <i>via</i> New Glasgow and Truro, Intercolonial, North Shore and Canadian Pacific Railways. The distances by this route to Halifax, St. John and St. Andrew's are shown on table of details No. 4.
D 2....	2,350	2,709			2,712	3,126									3,208	3,698	4,336	4,998	5,590	6,443	9,964	11,485	Louisbourg Route <i>via</i> Intercolonial R., to St. John, 417 M.; thence <i>via</i> Mattawamkeag, Lake Mégantic and Sherbrooke to Montreal, 452 M. by St. John and Maine, International and Grand Trunk Railways. See table No. 5. For further details, see Halifax Route <i>via</i> St. John, Mattawamkeag and Sherbrooke to Montreal, below.
E 1....			2,500	2,891					Junction. 2,724 Town. 2,732	Junction. 3,140 Town. 3,149	3,086	3,568	St. Martin Junction. 3,234 City. 3,244 City. 3,131	St. Martin Junction. 3,727 City. 3,739 City. 3,609	3,327	3,835	4,455	5,135	5,708	6,580	10,083	11,622	Halifax Route <i>via</i> Intercolonial, North Shore and Canadian Pacific Railways. Halifax to St. John, 276 M. by Intercolonial R., and thence 85 M. by Grand Southern Railway to St. Andrew's. For details respecting this route, see table No. 6.
E 2....			2,500	2,891	2,739	3,167									3,235	3,729	4,363	5,029	5,617	6,474	9,991	11,516	Halifax Route <i>via</i> Truro and Moncton to St. John by Intercolonial, 276 M.; thence to Mattawamkeag Junction, 147 M. by St. John and Maine Railway; thence to Lake Mégantic by International Railway projected extension of about 135 M.; thence to Sherbrooke by the latter Railway, 69 M.; thence by Grand Trunk Railway, 101 M. to City of Montreal; thence 2,865 M. to Port Moody. The distance by this route to Quebec, <i>via</i> International Railway to Sherbrooke, and thence by Grand Trunk Railway, is 21 M. greater than to Montreal, or 3,630 M. from Liverpool. See table No. 7.
F 1....					2,700	3,112			Junction. 2,839 Town. 2,847	Junction. 3,273 Town. 3,282	3,211	3,701	St. Martin Junction. 3,349 City. 3,359 St. Martin Junction. 3,214 City. 3,224 City. 3,092	St. Martin Junction. 3,860 City. 3,872 St. Martin Junction. 3,705 City. 3,717 City. 3,564	3,442	3,968	4,570	5,268	5,824	6,713	10,198	11,755	St. John, New Brunswick, Route <i>via</i> Intercolonial R. to Moncton and Quebec; thence <i>via</i> North Shore R. to Montreal; thence by Canadian Pacific Railway to Port Moody. For details respecting this route, see table No. 8.
F 2....					2,700	3,112					3,076	3,546			3,308	3,813	4,436	5,113	5,690	6,558	10,064	11,600	St. John, N.B., Route <i>via</i> Fredericton and New Brunswick Railways to Edmundston, 228 M.; thence 80 M. projected railway to Rivière du Loup; thence 126 M. by Intercolonial Railway to Quebec; thence <i>via</i> North Shore Railway, 171 M. to Montreal; thence Canadian Pacific Railway, 2,865 M. to Port Moody. See table No. 8.
F 3....					2,700	3,112									3,198	3,684	4,324	4,984	5,677	6,429	9,952	11,471	St. John, N.B., Route <i>via</i> Sherbrooke to Montreal, 452 M. by the St. John and Maine, the International and Grand Trunk Railways—St. John <i>via</i> Sherbrooke to Quebec, 473 M. St. John to Louisbourg, by Intercolonial Railway, 417 M. See table No. 9.
G 1....						2,680	3,089				3,038	3,502	St. Martin Junction. 3,176 City. 3,186 City. 3,035	St. Martin Junction. 3,661 City. 3,673 City. 3,499	3,270	3,769	4,398	5,069	5,651	6,514	10,025	11,556	St. Andrews, New Brunswick, Route <i>via</i> Canada and New Brunswick Railways to Woodstock, 94 M.; thence 113 M. to Edmundston; thence to Rivière du Loup, 80 M. by projected Railway; thence 126 M. by Intercolonial R. to Quebec; thence <i>via</i> North Shore R. and C. P. R. to Port Moody, 3,012 M. See table No. 10.
G 2....						2,680	3,089								3,140	3,619	4,267	4,919	5,521	6,364	9,883	11,406	St. Andrews's N.B., Route <i>via</i> Mattawamkeag and Sherbrooke, 410 M. to Montreal, by St. John and Maine Railway, International and Grand Trunk Railways. See Halifax Route by these lines of Railway, or table No. 11. St. Andrews's to Quebec, by same route <i>via</i> Sherbrooke, 431 M. St. Andrews's to St. John, by Grand Southern Railway, 85 M. St. Andrews's to Chatham, by Grand Southern and Intercolonial R., 246 M.
H....									Town. 2,558	Town. 2,919	2,849	3,284	St. Martin Junction. 2,987 City. 2,997	St. Martin Junction. 3,443 City. 3,456	3,081	3,551	4,208	4,851	5,462	6,296	9,836	11,338	Chatham Route, New Brunswick, <i>via</i> Cape Race, 2,919 statute miles from Liverpool, Atlantic Ocean. Chatham to Edmundston, 165 M., and thence to Quebec, 170 M. <i>via</i> projected "Quebec and Chatham Railway;" thence North Shore Railway, 169 miles to St. Martin Junction; thence 2,853 M. to Port Moody, by the Canadian Pacific Railway; thence 5,042 S. M. across Pacific Ocean to Yokohama on East coast of Japan. See table No. 12. Chatham to St. John, by Intercolonial Railway, 161 M., and thence 85 M. by Grand Southern Railway to St. Andrews's. For Chatham Route <i>via</i> Strait of Belle-Île, deduct 158 geographical or 182 statute miles from each of the distances on this route from Liverpool.

N.B.—For Routes A 1, A 2, B and O, see Comparative Statement No. 17.  
For Details of Routes A 1 to H, through Canada *via* Port Moody, see Nos. 1 to 25.  
For Routes I 1 to O, through United States *via* San Francisco, see Nos. 26 to 43.  
For Summary of Routes A 1 to H, through Canada, see No. 18.  
For Summary of Routes I 1 to O, through United States, see No. 43.  
See Note at foot of table No. 13, respecting distances, and new terminus at Vancouver, on the Pacific Coast.

[1886]

305





## SUMMARY.

## No. 19.—Routes A, B, C, D, E, F, G, H.

COMPARATIVE STATEMENT of Distances between Liverpool, England, and Yokohama, Japan, on the respective Routes indicated, through Canada *via* Port Moody.

For Details see	Routes.	Geo- graphical Miles.	Statute Miles.
A 1.....	Quebec, Ottawa and Port Moody <i>via</i> Strait of Belle-Ile.....	9,648	11,121
A 2.....	Quebec, Ottawa and Port Moody <i>via</i> Cape Race.....	9,806	11,303
B.....	Quebec, Ottawa, Owen Sound, Lakes Huron and Superior, and Port Moody <i>via</i> Cape Race.....	9,835	11,337
H.....	Chatham, Quebec, Ottawa and Port Moody <i>via</i> Cape Race....	9,836	11,338
G 2.....	St. Andrew's, Mattawamkeag, Sherbrooke, Montreal, Ottawa and Port Moody .....	9,895	11,406
F 3.....	St. John, Mattawamkeag, Sherbrooke, Montreal, Ottawa and Port Moody.....	9,952	11,471
D 2.....	Louisbourg, St. John, Mattawamkeag, Sherbrooke, Montreal, Ottawa and Port Moody.....	9,964	11,485
E 2.....	Halifax, St. John, Mattawamkeag, Sherbrooke, Montreal, Ottawa and Port Moody .....	9,991	11,516
G 1.....	St. Andrew's, Edmundston, Rivière du Loup, Quebec, Ottawa and Port Moody .....	10,025	11,556
D 1.....	Louisbourg, Quebec, Montreal, Ottawa and Port Moody.....	10,055	11,591
F 2.....	St. John, Edmundston, Rivière du Loup, Quebec, Ottawa and Port Moody .....	10,064	11,600
C.....	Quebec, Montreal, Toronto, Detroit, Chicago, St. Paul, Emerson, Winnipeg and Port Moody <i>via</i> Cape Race .....	10,065	11,606
E 1.....	Halifax, Quebec, Montreal, Ottawa and Port Moody.....	10,083	11,622
F 1.....	St. John, Moncton, Quebec, Montreal, Ottawa and Port Moody.....	10,198	11,755

N.B.—See Comparative statements, Nos. 17 and 18—Routes through Canada.  
See Summary, No. 43 Routes through the United States *via* San Francisco.  
See Note at foot of table No. 13, respecting distances.  
See notes at end of tables.

[1886]

307

## No. 20.—NOTE—ROUTES A 1, A 2.

## SUBSIDY GRANTED

To North Shore Railway from Quebec to Montreal, 159 miles.  
Canadian Pacific Railway from Montreal to Ottawa, 120 miles.

Year.	Act.	Nature of Grant and by whom Granted.	Money Subsidies.
1884.		<i>By Federal Government.</i>	\$
April 19	47 Vic., cap. 8...	To the Government of the Province of Quebec, in consideration of their having constructed the railway from Quebec to Ottawa, forming a connecting line between the Atlantic and Pacific coasts, <i>via</i> the Intercolonial and Canadian Pacific Railways, and being, as such, a work of national and not merely Provincial utility, a subsidy not exceeding \$6,000 per mile for the portion between Quebec and Montreal, 159 miles, nor exceeding in the whole.....	954,000
		And for the portion between Montreal and Ottawa, 120 miles, \$12,000 per mile, nor exceeding in the whole.....	1,440,000
		For the extension of the Canadian Pacific Railway, from its terminus to St. Martin's Junction near Montreal, or some other point on the Canadian Pacific Railway, to the harbour of Quebec, in such manner as may be approved by the Governor in Council, a subsidy not exceeding \$6,000 per mile, not exceeding in the whole .....	960,000

N.B.—See tables of distances, &c., Nos. 1, 13.

For cash and land subsidies granted by Federal Government to Canadian Pacific Railway between Ottawa and Port Moody, see No. 13.

See Notes at end of tables.

[1886]

## No. 21.—NOTE—ROUTES D 1, D 2.

## SUBSIDY GRANTED

For the Construction of a Railway from Oxford Station, on the Intercolonial Railway, to Louisbourg or Sydney, in the Province of Nova Scotia.

Year.	Act.	Nature of Grant and by whom Granted.	Money Subsidies.
<i>By Federal Government.</i>			\$
1882....	45 Vic., cap. 14.	For a railway from Oxford to New Glasgow, both in the Province of Nova Scotia, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole (70 miles).....	224,000
1883.....	46 Vic., cap. 25.	The railway from Canso to Louisbourg or Sydney, in the Province of Nova Scotia, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole (80 miles).....	216,000
1884.....	47 Vic., cap. 8...	For the construction of a line of railway from Oxford Station, on the Intercolonial Railway, to Sydney or Louisbourg, a subsidy not exceeding \$30,000 per annum, for fifteen years, or a guarantee of a like sum for a like period as interest on the bonds of the company undertaking the work, in addition to the subsidies previously granted, and also a lease or transfer to such company of the Eastern Extension Railway, from New Glasgow to Canso, with its present equipment...	450,000
Total.....			930,000
1886.....	49 Vic., cap. 14.	The Minister of Railways and Canals is hereby authorized to construct a railway from a point on the Strait of Canso to Louisbourg or Sydney, as a public work; and " <i>The Government Railway Act, 1881</i> ," shall apply to such railway, and the location and all other incidents of the work shall be determined by the Governor in Council. See Act 41 Vic., cap. 25.....	

## REMARKS.

The subsidy of \$224,000 is for the construction of a shorter and more direct line, estimated at about 70 miles in length.

The distance from New Glasgow to Port Mulgrave, on Gut of Canso, by the existing railway, is 79½ miles.

The existing railway from Oxford to New Glasgow is 90 miles in length, *viâ* Truro.

The distance from Oxford to Truro is 47 miles, and thence to New Glasgow, 43 miles.

For tables of distances on Louisbourg routes, see Nos 4 and 5

The survey of a line from Canso to Louisbourg was completed towards the end of 1885, the distance being 83 miles, the grades 80 feet to the mile and the work heavy. See report 18th January, 1886, of C. Schreiber, Chief Engineer of Government Railways, who states:—"Mr. Donkin is now engaged making a survey of a line commencing at the same point, on the Strait of Canso, as the Louisbourg line, and running west and north of the Great Bras-d'Or-Lake, until the Narrows are crossed and reached, after which, taking as direct a line as possible to Sydney. About two-thirds of this line are surveyed, and the grades prove to be severe and the works of construction heavy."

[1886]

309



## No. 22.—NOTE—ROUTES F 2, G 1.

## SUBSIDY GRANTED

For the Construction of a Railway from Edmundston or Little Falls, New Brunswick, to Intercolonial Railway, at Rivière du Loup, in the Province of Quebec.

Year.	Act.	Nature of Grant and by whom Granted.	Money Subsidy.
		<i>By Federal Government</i>	\$
1882 .....	45 Vic., cap. 14..	For a railway from Rivière du Loup, in the Province of Quebec, to Edmundston, in the Province of New Brunswick, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole (for 75 miles).....	240,000

N.B. — Contract awarded 21st June, 1886, to Témiscouata Railway Company.

For tables of distances on routes *via* Edmundston, Rivière du Loup and Quebec, see Nos. 8 and 10.

## No. 23.—NOTE—ROUTES D 2, E 2, F 3, G 2.

## SUBSIDY GRANTED

To the International Railway Company, for 49 miles of Railway, from Sherbrooke, in the Province of Quebec, to the International Boundary Line.

Year.	Act.	Nature of Grant and by whom Granted.	Money Subsidy.
		<i>By Federal Government.</i>	
1883.....	46 Vic., cap. 25.	To the International Railway Company, for 49 miles of their railway, from Sherbrooke, in the Province of Quebec, to the International Boundary Line, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... In connection with the extension of this road through Maine, to connect with New Brunswick, at or near Vanceboro', or south of that point.	156,800

N.B.—For tables of distances on route *via* International Railway, State of Maine and Canada, see Nos. 5, 7, 9, 11, 24.

## No. 24.—NOTE—ROUTES E 1, E 2, F 2, F 3.

## SUBSIDY GRANTED

For the Construction of a line of Railway, connecting Montreal with the Harbours of St. John and Halifax, by the shortest and best practicable route.

Year.	Act.	Nature of Grant and by whom Granted.	Money Subsidy.
		<i>By Federal Government.</i>	\$
1884.....	47 Vic., cap. 8...	For the construction of a line of railway, connecting Montreal with the harbours of St. John and Halifax, by the shortest and best practicable route, after the report of competent engineers, a subsidy not exceeding \$170,000 per annum for fifteen years, or a guarantee of a like sum for a like period as interest on bonds of the company undertaking the work	2,550,000

N.B.—For tables of distances on shortest route connecting the harbours of St. John, N.B., and Halifax, N.S., with Montreal, P. Q., see Nos. 6, 7, 8 and 9.

The line of railway, called the "Short Line" is in progress; the bridge across the river St. Lawrence, at Lachine, 8 miles west of Montreal, is nearly completed (Dec. 1886); the entire road will probably be completed in 1887. See Tables Nos. 5, 7, 9, 11 and Notes 21, 23.

The Pacific Railway line, west of Montreal, is being shortened; bridges across the river Ottawa at Ste. Anne and Vaudreuil, and across the River Delisle, etc., are being built, independently of those of the Grand Trunk Railway, and are nearly completed together with a new shortened railway westward.

[1886]

311

## No. 25.—NOTE—EXTENSION OF ROUTES A 1, A 2.

## SUBSIDY GRANTED

For the Construction of a Railway and Telegraph Line from Esquimalt to Nanaimo on Vancouver Island, British Columbia (about 70 miles.)

Year.	Act.	Nature of Grant and by whom Granted.	Money Subsidy.
		<i>By Federal Government.</i>	\$
1884.....	47 Vic., cap. 6...	<p>"The Government of British Columbia shall obtain the authority of the Legislature to convey to the Government of Canada, three and one-half millions of acres of land in the Peace River district of British Columbia, in one rectangular block, east of the Rocky Mountains, and adjoining the North-West Territory of Canada.</p> <p>"The Government of Canada shall, upon the adoption by the Legislature of British Columbia of the terms of this agreement, seek the sanction of Parliament to enable them to contribute to the construction of a railway from Esquimalt to Nanaimo the sum of \$750,000, and they agree to hand over to the contractors who may build such railway, the lands which are or may be placed in their hands for that purpose by British Columbia; and they agree to take security, to the satisfaction of the Government of that Province, for the construction and completion of such railway on or before the 10th day of June, 1887; such construction to commence forthwith."</p> <p>According to agreement, dated 20th Aug, 1883, with contractors, the Federal Government granted to them a subsidy in money of \$750,000 (seven hundred and fifty thousand dollars) and in land, all the land situated on Vancouver Island (except such parts thereof as may have, at any time heretofore, been reserved for naval or military purposes)...</p>	750,000

N.B.—For table of distances, see No. 1.

See Notes at end of these tables.

Railway, Esquimalt to Nanaimo completed 16th October, 1886, according to report of Hon. J. W.

Trutch

312

[1886]



I 1 TO O.

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ROUTES THROUGH THE UNITED STATES

VIA

SAN FRANCISCO.

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FOR DETAILS, SEE Nos. 26 TO 43

FOR SUMMARY OF UNITED STATES ROUTES, SEE No. 43.

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FOR ROUTES THROUGH CANADA *via* PORT MOODY,  
SEE Nos. 1 TO 25.

FOR SUMMARY OF CANADIAN ROUTES, SEE No. 19.

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## ROUTE I 1.

Distances from Liverpool, England, to Yokohama, Japan.

No. 26.—PORTLAND, *MONTREAL*, CHICAGO AND SAN FRANCISCO ROUTE.

From	To	Geo-graphical Miles.	Statute Miles
Liverpool .....	Portland..... Atlantic Ocean	2,856	3,292
Portland .....	Montreal..... Grand Trunk Railway	258	297
Montreal .....	Chicago..... do	726	837
Chicago.....	San Francisco. For details, see K 1 .....	2,106	2,428
Total—Portland ....	San Francisco..... Railway	3,090	3,563
San Francisco .....	Yokohama..... Pacific Ocean	4,470	5,152
Total—Liverpool ....	Yokohama, <i>via</i> Portland, Montreal, Chicago and San Francisco.....	10,416	12,006

## ROUTE I 2.

Distances from Liverpool, England, to Yokohama, Japan.

No. 27.—PORTLAND, *NIAGARA FALLS*, CHICAGO AND SAN FRANCISCO ROUTE.

From	To	Geo-graphical Miles.	Statute Miles.
Liverpool .....	Portland..... Atlantic Ocean	2,856	3,292
Portland .....	Boston..... Boston and Maine Railway	101	116
Boston .....	Chicago..... Chicago, Detroit and Niagara Falls Short Line	871	1,004
Chicago .....	San Francisco. For details, see K 1 .....	2,106	2,428
Total—Portland ....	San Francisco..... Railway	3,078	3,548
San Francisco .....	Yokohama..... Pacific Ocean	4,470	5,152
Total—Liverpool....	Yokohama, <i>via</i> Portland, Niagara Falls, Chicago and San Francisco ..	10,404	11,992



## ROUTE J 1.

Distances from Liverpool, England, to Yokohama, Japan.

No. 28.—BOSTON, CHICAGO AND SAN FRANCISCO ROUTE.

From	To	Geo- graphical Miles.	Statute Miles.
Liverpool .....	Boston ..... Atlantic Ocean	2,895	3,337
Boston .....	Chicago—Chicago, Detroit and Niagara Falls Short Line...	871	1,004
Chicago .....	San Francisco—For details, see K 1.....	2,106	2,428
Total—Boston .....	San Francisco ..... Railway	2,977	3,432
San Francisco .....	Yokohama..... Pacific Ocean	4,470	5,152
Total—Liverpool.....	Yokohama, <i>via</i> Boston, Chicago and San Francisco.....	10,342	11,921

## ROUTE J 2

Distances from Liverpool, England, to Yokohama, Japan.

No. 29.—BOSTON, ST. LOUIS AND SAN FRANCISCO ROUTE.

From	To	Geo- graphical Miles.	Statute Miles.
Liverpool. ....	Boston..... Atlantic Ocean	2,895	3,337
Boston .....	New York—New York, New Haven and Hartford Railway..	203	234
New York .....	Philadelphia ..... Pennsylvania Railway	78	90
Philadelphia.....	St. Louis—Cincinnati, Washington and Baltimore Railway.	883	1,018
St. Louis.....	San Francisco..... St. Louis and San Francisco Railway	2,112	2,435
Total—Boston .....	San Francisco ..... Railway	3,276	3,777
San Francisco .....	Yokohama..... Pacific Ocean	4,470	5,152
Total—Liverpool.....	Yokohama, <i>via</i> Boston, St. Louis and San Francisco .....	10,641	12,266

## ROUTE K 1.

Distances from Liverpool, England, to Yokohama, Japan.

No. 30.—NEW YORK, CHICAGO AND SAN FRANCISCO ROUTE.

From	To	Geo-graphical Miles.	Statute Miles.
Liverpool.....	New York..... Atlantic Ocean	3,094	3,567
New York.....	Chicago—Chicago, Detroit and Niagara Falls short line. ...	823	948
Chicago.....	Omaha..... Chicago, Rock Island and Pacific Railway	434	500
Omaha.....	Ogden..... Union Pacific Railway	896	1,033
Ogden.....	San Francisco..... Central Pacific Railway	776	895
Total—New York..	San Francisco..... Railway	2,919	3,376
San Francisco.....	Yokohama..... Pacific Ocean	4,470	5,152
Total—Liverpool..	Yokohama <i>via</i> New York, Chicago and San Francisco.....	10,493	12,095

## ROUTE K 2

Distances from Liverpool, England, to Yokohama, Japan.

No. 31.—NEW YORK, CINCINNATI, ST. LOUIS AND SAN FRANCISCO ROUTE.

From	To	Geo-graphical Miles.	Statute Miles.
Liverpool.....	New York..... Atlantic Ocean	3,094	3,567
New York.....	St. Louis—Cincinnati, Washington and Baltimore Railway	961	1,108
St. Louis.....	San Francisco..... St. Louis and San Francisco Railway	2,112	2,435
Total—New York..	San Francisco..... Railway	3,073	3,543
San Francisco.....	Yokohama..... Pacific Ocean	4,470	5,152
Total—Liverpool..	Yokohama <i>via</i> New York, Cincinnati, St. Louis and San Francisco.....	10,637	12,262

## ROUTE K 3.

Distances from Liverpool, England, to Yokohama, Japan.

No. 32.—NEW YORK, INDIANAPOLIS, ST. LOUIS AND SAN FRANCISCO ROUTE.

From	To	Geo- graphical Miles.	Statute Miles.
Liverpool.....	New York..... Atlantic Ocean	3,094	3,587
New York.....	St. Louis— <i>via</i> Vandalia line:— New York, Philadelphia, Washington, Baltimore, Indian- apolis and St. Louis Railway.....	924	1,065
St. Louis.....	San Francisco..... St. Louis and San Francisco Railway	2,112	2,435
Total—New York....	San Francisco..... Railway	3,036	3,500
San Francisco.....	Yokohama..... Pacific Ocean	4,470	5,152
Total—Liverpool....	Yokohama <i>via</i> New York, Indianapolis, St. Louis and San Francisco.....	10,600	12,219

## ROUTE L 1.

Distances from Liverpool, England, to Yokohama, Japan.

No. 33.—PHILADELPHIA, CHICAGO AND SAN FRANCISCO ROUTE.

From	To	Geo- graphical Miles.	Statute Miles.
Liverpool... ..	Philadelphia..... Atlantic Ocean	3,275	3,775
Philadelphia.....	Bethlehem Junction..... Philadelphia and Reading Railway	49	56
Bethlehem Junction...	Chicago—Chicago, Detroit and Niagara Falls Short Line...	783	903
Chicago .....	San Francisco..... See Route K 1.	2,106	2,428
Total—Philadelphia.	San Francisco..... Railway	2,938	3,387
San Francisco .....	Yokohama..... Pacific Ocean	4,470	5,152
Total—Liverpool... ..	Yokohama <i>via</i> Philadelphia, Chicago and San Francisco...	10,683	12,314



## ROUTE L 2.

Distances from Liverpool, England, to Yokohama, Japan.

No. 34.—PHILADELPHIA, CINCINNATI, St. LOUIS AND SAN FRANCISCO ROUTE.

From	To	Geo- graphical Miles.	Statute Miles.
Liverpool.....	Philadelphia..... Atlantic Ocean	3,275	3,775
Philadelphia.....	St. Louis... Cincinnati, Washington and Baltimore Railway	883	1,018
St. Louis.....	San Francisco..... St. Louis and San Francisco Railway	2,112	2,435
Total—Philadelphia.	San Francisco..... Railway	2,995	3,453
San Francisco.....	Yokohama..... Pacific Ocean	4,470	5,152
Total—Liverpool....	Yokohama, <i>via</i> Philadelphia, Cincinnati, St. Louis and San Francisco.....	10,740	12,390

## ROUTE L 3.

Distances from Liverpool, England, to Yokohama, Japan.

No. 35.—PHILADELPHIA, INDIANAPOLIS, St. LOUIS AND SAN FRANCISCO ROUTE.

From	To	Geo- graphical Miles.	Statute Miles.
Liverpool.....	Philadelphia..... Atlantic Ocean	3,275	3,775
Philadelphia.....	St. Louis—Vandalia Line :—New York, Philadelphia, Wash- ington, Baltimore, Indianapolis and St. Louis Railway	846	975
St. Louis.....	San Francisco..... St. Louis and San Francisco Railway	2,112	2,435
Total—Philadelphia.	San Francisco..... Railway	2,958	3,410
San Francisco.....	Yokohama..... Pacific Ocean	4,470	5,152
Total—Liverpool....	Yokohama, <i>via</i> Philadelphia, Indianapolis, St. Louis and San Francisco.....	10,703	12,337

## ROUTE M 1.

Distances from Liverpool, England, to Yokohama, Japan.

No. 36.—BALTIMORE, CHICAGO AND SAN FRANCISCO ROUTE.

From	To	Geo- graphical Miles.	Statute Miles.
Liverpool.....	Baltimore ..... Atlantic Ocean	3,450	3,977
Baltimore .....	Chicago ..... Baltimore and Ohio Railway	740	853
Chicago .....	San Francisco ..... See Route K 1	2,106	2,428
Total—Baltimore ...	San Francisco ..... Railway	2,846	3,281
San Francisco.....	Yokohama ..... Pacific Ocean	4,470	5,152
Total—Liverpool ...	Yokohama, <i>via</i> Baltimore, Chicago and San Francisco.....	10,766	12,410

## ROUTE M 2.

Distances from Liverpool, England, to Yokohama, Japan.

No. 37.—BALTIMORE, CINCINNATI, ST. LOUIS AND SAN FRANCISCO ROUTE.

From	To	Geo- graphical Miles.	Statute Miles.
Liverpool.....	Baltimore ..... Atlantic Ocean	3,450	3,977
Baltimore. ....	St. Louis... Cincinnati, Washington and Baltimore Railway	798	920
St. Louis. ....	San Francisco..... St. Louis and San Francisco Railway	2,112	2,435
Total—Baltimore ...	San Francisco ..... Railway	2,910	3,355
San Francisco.....	Yokohama ..... Pacific Ocean	4,470	5,152
Total—Liverpool.....	Yokohama, <i>via</i> Baltimore, Cincinnati, St. Louis and San Francisco.....	10,830	12,494

## ROUTE M 3.

Distances from Liverpool, England, to Yokohama, Japan.

No. 33.—BALTIMORE, *INDIANAPOLIS*. ST. LOUIS AND SAN FRANCISCO ROUTE.

From	To	Geo- graphical Miles.	Statute Miles.
Liverpool.....	Baltimore..... Atlantic Ocean	3,450	3,977
Baltimore.....	St. Louis— <i>Vandalia Line</i> :—		
Baltimore.....	Harrisburg Junction ..... Northern Central Railway	74	85
Harrisburg Junction	St. Louis... New York, Philadelphia, Washington, Baltimore, Indianapolis and St. Louis Railway. ....	755	870
St. Louis.....	San Francisco..... St. Louis and San Francisco Railway	2,112	2,435
Total—Baltimore....	San Francisco. .... Railway	2,941	3,390
San Francisco.....	Yokohama ..... Pacific Ocean	4,470	5,152
Total—Liverpool....	Yokohama, <i>via</i> Baltimore, Indianapolis, St. Louis and San Francisco .....	10,861	12,519

## ROUTE N 1.

Distances from Liverpool, England, to Yokohama, Japan.

No. 39.—RICHMOND, *LOUISVILLE* ST. LOUIS AND SAN FRANCISCO ROUTE.

From	To	Geo- graphical Miles.	Statute Miles.
Liverpool.....	Richmond..... Atlantic Ocean	3,380	3,895
Richmond.....	Huntingdon..... Richmond and Ohio Railway	364	419
Huntingdon.....	Lexington..... Richmond and Ohio Railway	121	139
Lexington.....	Louisville..... Louisville and Nashville Railway	82	94
Louisville.....	Mount Vernon.. Louisville Evansville and St. Louis Railway	162	187
Mount Vernon.....	St. Louis..... Louisville and Nashville Railway	66	76
St. Louis.....	San Francisco..... St. Louis and San Francisco Railway	2,112	2,435
Total—Richmond....	San Francisco..... Railway	2,907	3,350
San Francisco.....	Yokohama..... Pacific Ocean	4,470	5,152
Total—Liverpool....	Yokohama <i>via</i> Richmond, Louisville, St. Louis and San Francisco .....	10,757	12,397



## ROUTE N 2.

Distances from Liverpool, England, to Yokohama, Japan.

No. 40.—RICHMOND, *CINCINNATI*, St. LOUIS AND SAN FRANCISCO ROUTE.

From	To	Geo- graphical Miles.	Statute Miles.
Liverpool.....	Richmond ..... Atlantic Ocean	3,380	3,895
Richmond .....	Washington... Richmond, Fredericksburgh and Potomac Ry.	101	116
Washington .....	St. Louis..... Cincinnati, Washington and Baltimore Ry.	763	880
St. Louis .....	San Francisco ..... St. Louis and San Francisco Ry.	2,112	2,435
Total—Richmond....	San Francisco. .... Railway	2,976	3,431
San Francisco .....	Yokohama. .... Pacific Ocean	4,	5,152
Total—Liverpool....	Yokohama, <i>viâ</i> Richmond, Cincinnati, St. Louis and San Francisco.....	10,826	12,478

## ROUTE N 3.

Distances from Liverpool, England, to Yokohama, Japan.

No. 41.—RICHMOND, NEW ORLEANS AND SAN FRANCISCO ROUTE.

From	To	Geo- graphical Miles.	Statute Miles.
Liverpool.....	Richmond..... Atlantic Ocean	3,380	3,895
Richmond .....	Atlanta..... Richmond and Danville Railway	476	549
Atlanta.....	Montgomery ..... Western Railway of Alabama	152	175
Montgomery .....	New Orleans ..... Louisville and Nashville Railway	278	321
New Orleans.....	El Paso.. Galveston, Harrisburg and San Antonio Railway System	1,049	1,209
El Paso .....	Tulare..... Southern Pacific Railway	822	947
Tulare.....	San Francisco..... Central Pacific Railway	218	251
Total—Richmond....	San Francisco..... Railway	2,995	3,452
San Francisco .....	Yokohama ..... Pacific Ocean	4,470	5,152
Total—Liverpool ....	Yokohama, <i>viâ</i> Richmond, New Orleans and San Francisco	10,845	12,499

# ROUTE O.

Distances from Liverpool, England, to Yokohama, Japan.

No. 42.—NEW ORLEANS AND SAN FRANCISCO ROUTE.

From	To	Geographical Miles.	Statute Miles.
Liverpool ....	New Orleans..... Atlantic Ocean	4,780	5,510
New Orleans.....	El Paso..... Galveston, Harrisburg and San Antonio Railway System.....	1,049	1,209
El Paso.....	Tulare..... Southern Pacific Railway	822	947
Tulare.....	San Francisco..... Central Pacific Railway	218	251
Total—New Orleans.	San Francisco..... Railway	2,089	2,407
San Francisco.....	Yokohama..... Pacific Ocean	4,470	5,152
Total—Liverpool....	Yokohama, <i>via</i> New Orleans and San Francisco.....	11,339	13,069

[1886]

323

## SUMMARY.

## No. 43.—Routes I 1 to O—BOTH INCLUSIVE.

COMPARATIVE STATEMENT of Distances between Liverpool, England, and Yokohama, Japan, on the respective Routes indicated, through the United States, *via* San Francisco.

For Details See	Routes.	Geo- graphical Miles.	Statute Miles.
J 1.....	Boston, Chicago and San Francisco .....	10,312	11,921
I 2.....	Portland, Niagara Falls, Chicago and San Francisco .....	10,404	11,992
I 1.....	Portland, Montreal, Chicago and San Francisco .....	10,416	12,006
K 1.....	New York, Chicago and San Francisco .....	10,493	12,095
K 3.....	New York, Indianapolis, St. Louis and San Francisco .....	10,600	12,219
K 2.....	New York, Cincinnati, St. Louis and San Francisco .....	10,637	12,262
J 2.....	Boston, St. Louis and San Francisco .....	10,641	12,366
L 1.....	Philadelphia, Chicago and San Francisco .....	10,683	12,314
L 3.....	Philadelphia, Indianapolis, St. Louis and San Francisco .....	10,703	12,337
L 2.....	Philadelphia, Cincinnati, St. Louis and San Francisco .....	10,740	12,380
N 1.....	Richmond, Louisville, St. Louis and San Francisco .....	10,757	12,397
M 1.....	Baltimore, Chicago and San Francisco .....	10,766	12,410
N 2.....	Richmond, Cincinnati, St. Louis and San Francisco .....	10,826	12,478
M 2.....	Baltimore, Cincinnati, St. Louis and San Francisco .....	10,830	12,481
N 3.....	Richmond, New Orleans and San Francisco .....	10,845	12,499
M 3.....	Baltimore, Indianapolis, St. Louis and San Francisco .....	10,861	12,519
O .....	New Orleans and San Francisco .....	11,339	13,069

N.B.—See Summary No. 19—Routes through Canada, *via* Port Moody.

[1886]



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## CANADIAN PACIFIC RAILWAY.

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### NOTES.

Respecting—The Opening of the Railway from Quebec to Vancouver.

The Shortest Summer and Winter Routes through Canada, compared with the Shortest Route through the United States, from England to Japan.

The Transfer of the North Shore Railway, between Quebec and Montreal, to the Canadian Pacific Railway Company.

The Repayment of the Federal Government Loan.

The Mileage of all the Company's Lines.

The Equipment up to 31st December, 1885.

The Traffic, Earnings and Operating Expenses, for the Year 1884-85.

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Since the publication of the last Annual Report, 1885-86, the railway was opened for regular passenger and freight traffic, 26th July, 1886, from Quebec to Vancouver, the present Pacific terminus, which has been located fourteen miles westward of Port Moody, the former terminus, for the greater convenience of ocean and other vessels.

The entire length of the railway, according to the time-table published by the Canadian Pacific Railway Company, 26th July, 1886, is as follows:—

	Statute Miles.
Quebec to Vancouver <i>via</i> St. Martin Junction, without stopping at Montreal.....	3,053
Quebec to Vancouver <i>via</i> Montreal.....	<u>3,078</u>

N.B.—The last spike was driven, east of Kamloops, and a special train passed through to Port Moody, on the 7th November, 1885.

[1886]

325

The comparative distances from Liverpool, England, to Yokohama, Japan, by the present summer and winter routes through Canada, and by the shortest route of the United States, according to the most recent time-tables and charts, are shown by the following tables, Nos. 1, 2 and 3.

### No. 1.—CANADA.

#### PRESENT SUMMER ROUTE.

Quebec Route—the Shortest across North America.

By the Canadian Pacific Railway.

From	To	Geo-graphical Miles.	Statute Miles.
Liverpool .....	Quebec, <i>via</i> Strait of Belle-Ile..... Atlantic Ocean	2,661	3,067
Quebec .....	Vancouver—Direct..... Canadian Pacific Railway	2,648	3,053
Vancouver .....	Yokohama..... Pacific Ocean	4,362	5,028
Total—Liverpool.....	Yokohama <i>via</i> Strait of Belle-Ile, Quebec and Canadian Pacific Railway..... Summer Route	9,671	11,148

N.B.—The route across the Atlantic to Quebec, *via* Cape Race, is 158 Geographical=182 Statute miles longer than *via* Strait of Belle-Ile.

### No. 2.—CANADA.

#### PRESENT WINTER ROUTE.

Halifax and Quebec Route.

By the Intercolonial and Canadian Pacific Railways.

From	To	Geo-graphical Miles.	Statute Miles.
Liverpool .....	Halifax, Nova Scotia..... Atlantic Ocean	2,500	2,881
Halifax .....	Quebec... Intercolonial Railway, shortened 10 miles in 1885	589	679
Quebec .....	Vancouver—Direct..... Canadian Pacific Railway	2,648	3,053
Total—Halifax .....	Vancouver..... Railway	3,237	3,732
Vancouver .....	Yokohama ..... Pacific Ocean	4,362	5,028
Total—Liverpool ....	Yokohama, <i>via</i> Intercolonial and Canadian Pacific Railways..... Winter Route	10,099	11,641

## No. 3.—UNITED STATES.

BOSTON, CHICAGO AND SAN FRANCISCO.

The shortest Route of the United States.

From	To	Geo- graphical Miles.	Statute Miles.
Liverpool .....	Boston..... Atlantic Ocean	2,895	3,337
Boston .....	Chicago.... Chicago, Detroit and Niagara Falls. Short Line	871	1,004
Chicago.....	Omaha..... Chicago, Rock Island and Pacific Railway	434	500
Omaha.....	Ogden..... Union Pacific Railway	893	1,033
Ogden.....	San Francisco..... Central Pacific Railway	776	895
Total—Boston .....	San Francisco..... Railway	2,977	3,432
San Francisco .....	Yokohama..... Pacific Ocean	4,470	5,152
Total—Liverpool ....	Yokohama, <i>via</i> Boston, Chicago and San Francisco. The shortest route in the United States.....	10,342	11,921
DIFFERENCE IN FAVOR OF CANADA.			
	Quebec Route..... During season of navigation	670	773
	Halifax and Quebec Route..... During Winter	243	280

## TRANSFER OF THE NORTH SHORE RAILWAY—QUEBEC TO MONTREAL.

The Eastern Section of the North Shore Railway, between Quebec and Montreal, was transferred by the North Shore Railway Company, or Syndicate, to the Grand Trunk Railway Company, for the purpose of being operated by the latter, according to an agreement dated 27th February, 1883; it was afterwards placed under their control and in their possession by a subsequent agreement dated 20th April, 1883.

The Grand Trunk Railway Company transferred their rights on the aforesaid railway to the Federal Government, on the 19th September, 1885, under the authority of an Order in Council, according to the 2nd and 3rd sections of the Act 48 Vic., chap. 58, of 1885.

The Federal Government transferred the same railway to the Canadian Pacific Railway Company, on the same day, 19th September, 1885, under another Order in Council, in accordance with the provisions of the 3rd section of the above cited Act, which grants a subsidy, with the subsidies theretofore granted, amounting to \$1,500,000, as an aid towards procuring free access, by the Canadian Pacific Railway Company, to the Harbour of Quebec.

In pursuance of their agreement with the Grand Trunk Railway Company, the Federal Government are to pay them, out of the above sum, under certain conditions, the sum of \$525,000. They are also to pay them the value of all fuel purchased by the Grand Trunk Railway Company expressly for the use of the North Shore railway, for the autumn and winter of 1885-86. They are moreover to assume or cause



the parties responsible therefor, to assume the liabilities of the North Shore Railway Company, with respect to the following claims:—

For the Palais Harbour property at Quebec.....	\$45,000
For land at Quebec, due to Robert H. McGreevy.....	15,000
For land in Hochelaga, due to H. Robert, and payable in 1888.....	22,500

The Federal Government, according to their agreement with the Canadian Pacific Railway Company, are to apply the interest on the sum of \$970,000 out of the \$1,500,000, at the rate of four per cent. per annum, in whole or in part, as may be required, towards the payment of the interest on the first mortgage bonds of the North Shore Railway Company, including those held by the Government of Quebec, as collateral security for the balance of the price of the said railway; the payment of such interest, by the Federal Government, to be made only in the event of the net receipts of the operation of the railway, after paying the operating expenses thereof, proving insufficient to meet the interest; but when the net receipts of the said railway shall be sufficient to pay the interest on the said bonds, the Canadian Pacific Railway Company shall cease to have any further claim or demand upon the Federal Government, in respect to the above \$970,000.

Act 49 Vic., chap. 9, 2nd June, 1886, provides for the payment and settlement of the full amount due, with interest, of the loans and advances heretofore authorized to be made to the company by the Government, amounting in all to the sum of \$29,880,912, of which \$19,150,700 to be paid in two equal instalments, the first on 1st May and the second on 1st July, 1886, both with interest upon payment thereof. The land grant to the company shall be reduced by such number of acres as shall be sufficient, computing the value thereof at \$1.50 per acre, to extinguish the balance of the loan of \$29,880,912 mentioned in the Act 48-49 Vic., chap. 57, that is to say, the company will return to the Government land sufficient to cover the balance of \$29,880,912.

## CANADIAN PACIFIC RAILWAY.

## MILEAGE of all the Company's Lines.

From	To	Total.	Miles.
<i>Transcontinental Line.</i>			
(Opened throughout, 26th July, 1886.)			
Quebec .....	St. Martin Junction, 13 miles north of Montreal.....	159.1	
Montreal, <i>via</i> St. Martin Junction.....	Savona's Ferry.....	2,679.0	
Savona's Ferry.....	Port Moody.....	213.0	
Port Moody.....	Vancouver.....	14.0	
Total—Transcontinental Line .....			3,065.1
<i>Branch Lines.</i>			
<b>Eastern Division :—</b>			
Piles Junction.....	Grandes-Piles.....	27.5	
Joliette Junction.....	St-Félix.....	17.1	
Berthier Junction.....	Berthier.....	2.0	
Buckingham Station.....	Buckingham Village.....	4.0	
Hull .....	Aylmer.....	7.5	
Ste-Thérèse.....	St-Jérôme.....	13.6	
Ste-Thérèse.....	St-Eustache.....	8.0	
St-Lin Junction.....	St-Lin.....	12.4	
Carleton Junction.....	Brockville.....	45.5	
Sudbury .....	Algoma (not in operation).....	96.0	
Atlantic and North-West Section.....		8.0	
Total—Branch Lines, E.D. ....			241.6
<b>Western Division :—</b>			
Emerson .....	Winnipeg Junction.....	64.5	
Winnipeg .....	West Selkirk.....	22.6	
Air Line Junction.....	Stonewall.....	18.3	
Rosenfeld.....	Gretna.....	13.9	
Pembina Mountain Branch.....	Boissevain.....	182.4	
Winnipeg .....			
Manitoba and South Western.....	Holland .....	91.0	
Winnipeg.....			
Total—Branch Lines, W.D. ....			392.7
<b>Pacific Division :—</b>			
New Westminster Branch.....			9.1
Total—Transcontinental and Branch Lines.....			3,708.5
<i>Leased Lines.</i>			
Ontario and Quebec Railway.....	Toronto Junction.....	211.0	
Smith's Falls .....	St. Thomas.....	116.2	
Toronto .....	Owen Sound.....	120.5	
Toronto .....	Orangeville.....	31.6	
Streetsville.....	Elora.....	27.5	
Church's Falls .....	Teeswater.....	69.5	
Orangeville.....	Prescott.....	53.0	
St. Lawrence and Ottawa .....			
Ottawa .....			
Total—Leased Lines.....			629.3
Total Mileage of the Company's Lines.....			4,337.8

## CANADIAN PACIFIC RAILWAY.

EQUIPMENT up to 31st December, 1885.

Description.	Number.
Locomotives.....	336
First and Second Class Passenger Cars, Baggage Cars and Colonists' Sleeping Cars.....	289
First Class Sleeping and Dining Cars.....	31
Parlor Cars, Official and Paymasters' Cars.....	25
Freight and Cattle Cars, all kinds.....	7,838
Conductors' Vans.....	168
Boarding, Tool and Auxiliary Cars.....	48

## CANADIAN PACIFIC RAILWAY.

## TRAFFIC.

The number of passengers carried in 1885 was 1,660,719, and the average rate per mile was 2·45 cents. The number of tons of freight carried was 1,996,355, and the average rate per ton per mile was 1·20 cents.

These rates are far below those of most of the neighboring lines in the United States, as shown by the following comparison :—

Railways.	Year.	Passengers per Mile.	Freight per Ton per Mile.
		cents.	cents.
Canadian Pacific.....	1885	2·45	1·20
Northern Pacific.....	1884	3·44	1·96
St. Paul, Minneapolis and Manitoba.....	1884	3·11	1·80
Union Pacific.....	1884	2·90	1·91
Central Pacific.....	1884	2·63	1·96
Chicago, Milwaukee and St. Paul.....	1885	2·56	1·28
Chicago and North-Western.....	1884	2·40	1·31
Atkinson, Topeka and Santa Fe.....	1885	2·59	1·79
Illinois Central.....	1885	2·21	1·31
Boston and Lowell.....	1884	2·12	2·33
New York and New England.....	1885	1·93	1·72
Boston and Providence.....	1885	1·84	2·83

It is worthy of note that throughout Canada the average local railway tolls are lower than in any other country, and that, in the older provinces of Canada especially, they are lower than in any other district in America or in Europe.

N.B.—The lines on which the rates are given for 1884 had not reported for 1885, when the above comparative statement was prepared.



## CANADIAN PACIFIC RAILWAY.

## EARNINGS, for the Years 1884 and 1885.

Details.	1884.	1885.
	\$ cts.	\$ cts.
Passengers.....	1,980,902 30	2,859,222 98
Freight.....	3,410,365 39	4,881,865 58
Mails.....	85,736 83	137,151 92
Express.....	95,671 68	172,303 01
Parlor and Sleeping Cars.....	43,492 60	73,523 55
Miscellaneous, Telegraph, &c.....	134,352 47	244,426 08
Total earnings.....	5,750,521 27	8,368,493 12

## OPERATING EXPENSES, for the Years 1884 and 1885.

Details.	1884.	1885.
	\$ cts.	\$ cts.
Conducting transportation.....		1,225,801 71
Maintenance of Way and Structures.....		961,330 34
Motive Power.....		1,915,250 49
Maintenance of Cars.....		398,084 37
Parlor and Sleeping Cars.....		24,098 99
Expenses of Lake Steamers.....		165,430 08
General Expenses.....		452,280 47
Total expenses.....	4,558,630 75	5,143,276 45
Net earnings.....	1,191,890 52	3,225,216 67
Construction material included in above earnings, and charged at actual cost, gross.....	623,193 00	716,418 00

N.B.—For preceding and fuller details, see Annual Report, submitted by Sir George Stephen, President of the C.P.R. Company, 12th May, 1886.



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APPENDIX No. 25.

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OFFICERS OF THE DEPARTMENT.

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Ref. No. 63,650.

## APPENDIX

Members, Commissioners and Assistant Commissioners of the Board of Works,  
Architects of the Department of

Chairman, Commissioners and Ministers.			Assistant Commissioners and Deputy Ministers.	
Names.	From	To	Names.	Date of Appointment.
<i>Under Statute 4-5 Vic., Cap. 38, Corporation of Board of Works.</i>				
Hon. H. H. Killaly, Chairman.....				
D. Daly ..... } S. B. Harrison ..... } J. Davidson ..... }	Dec. 29, 1841	Oct. 3, 1844		
<i>New Board of Works.</i>				
Hon. H. H. Killaly, Chairman....				
D. Daly ..... } W. H. Draper..... } W. Morris ..... } D. B. Papineau..... }	Oct. 5, 1844	June 8, 1846		
<i>Under Statute 9 Vic., Cap. 37, etc.</i>				
Hon. W. B. Robinson, Chief Commissioner...	July 4, 1846	Mar. 10, 1848	Hon. Chas. Eus. Casgrain, Assist. Commissioner.	Aug. 1, 1846
E. P. Taché do ...	Mar. 11, 1848	Nov. 26, 1849	Hon. M. Cameron, Asst. Commissioner	Mar. 11, 1848
J. Chabot do ...	Dec. 15, 1849	Mar. 31, 1850	Jno. Wetenhall, Asst. Commissioner.	Feb. 2, 1850
W. H. Merritt do ...	April 20, 1850	Feb. 11, 1851	Hon. Jos. Bourret, Asst. Commissioner	April 20, 1850
J. Bourret do ...	Feb. 15, 1851	Oct. 27, 1851	Hon. H. H. Killaly, Asst. Commissioner	Feb. 15, 1851
John Young do ...	Oct. 28, 1851	Sept. 22, 1852		
J. Chabot do ...	Sept. 23, 1852	Jan. 26, 1855		
F. Lemieux do ...	Jan. 27, 1855	Nov. 25, 1857		
G. Alleyne do ...	Nov. 28, 1857	Aug. 1, 1858		
L. H. Holton do ...	Aug. 2, 1858	do 6, 1858		
L. V. Sicotte do ...	do 6, 1858	Jan. 10, 1859	Samuel Keefer, Asst. Commissioner.	May 6, 1859
John Rose do ...	Jan. 15, 1859	June 12, 1861		
Jos. Cauchon, Commissioner.	June 15, 1861	May 23, 1862		
U. J. Tessier do ...	May 24, 1862	do 27, 1863		
L. T. Drummond do ...	do 28, 1863	July 23, 1863		
M. Laframboise do ...	July 23, 1863	Mar. 29, 1864	Toussaint Trudeau, Asst. Commissioner	Mar. 15, 1864
J. C. Chapais do ...	Mar. 30, 1864	June 30, 1867		
<i>Under Statute 31 Vic., Cap. 12.</i>				
Hon. Wm. McDougall, Minister.....	July 1, 1867	Oct. —, 1869	Toussaint Trudeau, Deputy Minister.	May —, 1868
Hon. H. L. Langevin, C.B., Minister	Dec. 8, 1869	Nov. 5, 1873		
Hon. Alexander Mackenzie do	Nov. 7, 1873	Oct. 16, 1878		
Sir Chas. Tupper, C.B., K.C.M.G., Minister .....	Oct. 17, 1878	May 20, 1879		
Sir Hector L. Langevin, O. B., K.C.M.G., Minister.. ..	May 20, 1879		G. F. Baillairgé, Deputy Minister.	Oct. 4, 1879

## No. 25.

and of the Ministers, Deputy Ministers, Secretaries, Chief Engineers and Chief Public Works, from 1841 to 1886.

Secretaries.		Chief Engineers.		Chief Architects.	
Names.	Date of Appointment.	Names.	Date of Appointment.	Names.	Date of Appointment.
Thomas A. Begly.	Aug. 17, 1841	Samuel Keefer ....	Aug. 17, 1841	F. P. Rubidge, Architect and Asst. Engineer	Dec. 15, 1841.
Thomas A. Begly, under Act estab- lishing Dept. of Public Works.	Sept. 25, 1847				
.....	.....	John Page.....	Oct. 31, 1853		
Toussaint Trudeau	Dec. 13, 1859				
Frederick Braun...	Mar. 8, 1864				
.....	.....	G. F. Baillairgé, Asst. Chief En- gineer.	July, 5, 1871	Thos. S. Scott...	Feb. 7, 1872..
{ S. Chapleau..... F. H. Ennis..... A. Gobeil. ....	{ Oct. 4, 1879 Nov. 4, 1880 Jan. 23, 1885	H. F. Perley. ....	Nov. 25, 1880	Thos. Fuller.....	Oct. 31, 1881.





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APPENDIX No. 26.

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OFFICIAL CORRESPONDENCE

From 1st July, 1867, to 30th June, 1886.

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## APPENDIX No. 26.

## OFFICIAL CORRESPONDENCE.

Letters Received and Sent from 1st July, 1867, to 30th June, 1886.

Years.				Received.	Sent.
1867—	From 1st July to 31st December			2,075	1,511
1868	do 1st January to 31st December			3,498	2,317
1869	do do do			3,448	2,171
1870	do do do			4,961	3,185
1871	do do do			6,268	3,983
1872	do do do			8,333	4,428
1873	do do do			10,072	5,707
1874	do do do			9,800	5,043
1875	do do do			9,006	5,006
1876	do do do			7,971	4,773
1877	do do do			7,517	4,425
1878	do do do			6,886	4,021
1879	do do to 6th October			7,186	4,547
1879*	do 7th October to 31st December			2,033	810
1880	do 1st January do			8,451	4,410
1881	do do do			9,599	5,529
1882	do do do			10,505	5,699
1883	do do do			11,633	6,227
1884	do do do			13,114	6,903
1885	do do do			† 8,977	5,321
1886	do do to 30th June			4,701	2,607

\* By an Order in Council, approved on 19th May, 1879, published at page 1496 of the *Canada Gazette*, the 20th May of that year was fixed as the day for separating the Department of Railways and Canals from the Department of Public Works, in accordance with Act 42 Vic., cap. 7. The staff of officers and clerks of the Department of Public Works continued to manage in common the business of the two Departments until the 1st October, when an Order in Council was approved dividing the staff between the two Departments. The first letter of the new Department of Public Works was written on 7th October.

The above list does not include the correspondence of the chief officers of the Department with their assistants and the public, which averages over 8,000 letters per year, nor the Departmental and other cheques sent out, of which 4,396 were mailed during the fiscal year ended 30th June, 1886.

† The decrease in the number of letters received and sent is not caused by any actual diminution of letters, but by a change in the manner of filing since 1st April. Up to that date all accounts were registered singly, and a letter accompanied each payment. Now, accounts are filed by subjects, as many as thirty or forty accounts being sometimes covered by one number; and printed slips have been substituted for the letters which formerly accompanied payments. A very considerable saving of time has been effected by these changes, and the business of the Department greatly facilitated.





APPENDIX No. 27.

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STATEMENT  
OF  
EXPENDITURE ON PUBLIC WORKS  
OF THE  
DOMINION OF CANADA,  
FROM  
1st JULY, 1867, TO 30th JUNE, 1886,  
ALSO  
STATEMENT OF EXPENDITURE PRIOR TO AND SINCE  
CONFEDERATION.  
By O. DIONNE, Accountant.

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N.B.—The Public Accounts and Auditor General's Report for 1885-86, from which this Statement is compiled, not being printed when the Annual Report of the Department of Public Works went to press, this Summary of Expenditure will be published as a Supplement to that Report.





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APPENDIX No. 28.\*

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REPORT ON DEEPENING THE CHANNEL

BETWEEN

MONTREAL AND QUEBEC,

BY

THE MONTREAL HARBOUR COMMISSIONERS.

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\* Not received from the Harbour Commissioners in time for insertion in its proper place at page 105.



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**APPENDIX No. 28.**

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**REPORT OF THE MONTREAL HARBOUR COMMISSIONERS ON THE  
DEEPENING OF THE CHANNEL BETWEEN  
MONTREAL AND QUEBEC.**

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Ref. No. 73,068.

HARBOUR COMMISSIONERS OF MONTREAL,  
SECRETARY'S OFFICE,

MONTREAL, 8th December, 1886.

SIR,—In compliance with the request contained in yours of the 9th June I beg to send you herewith a copy of our Chief Engineer's report on the deepening of the ship channel between Montreal and Quebec, for the fiscal year ended 30th June last.

I have the honor to be, Sir,

Your obedient servant,

H. D. WHITNEY,

*Secretary.*

ANTOINE GOBEL, Esq.,  
Secretary, Department of Public Works,  
Ottawa.

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HARBOUR COMMISSIONERS OF MONTREAL,  
CHIEF ENGINEER'S OFFICE,

MONTREAL, 8th December, 1886.

DEAR SIR,—In compliance with the request of the Secretary of Public Works, I beg to submit the following report upon the work of deepening the ship channel of the St. Lawrence between Montreal and Quebec, during the Government fiscal year ended 30th June, 1886.

The work in hand is the deepening of the ship channel to 27½ feet at low water instead of 25 feet, the present depth. The breadth of the deepened channel is being made the same as at present, that is 300 feet in the straight parts, with enlargements to about 450 feet at bends and other places where more room is needed.

At the opening of the fiscal year work was being carried on at various parts between Cap Charles and Montreal, with the Harbour Commissioners fleet of dredges and tenders, and operations were continued throughout the year, with exception of the necessary suspension during the winter.



The chief details of the work accomplished during the fiscal year, and the cost of that part done up to the close of navigation 1885, are as follows:—

## CAP CHARLES.

The work was recommenced 5th September, 1885, and was carried on with one dredge till 7th November, and again from 6th May till the close of the fiscal year. Quantity dredged, 33,720 cubic yards, scow measurement, nearly all shale, costing  $32\frac{1}{2}$  cents per cubic yard.

## POUILLIER RAYER.

Work was carried on in July with two dredges and a stone lifter, and from then to 7th November, and then again from 6th May to the close of the fiscal year with one dredge and the stone lifter.

The dredging, as in the previous years, consists of exceedingly tough clay with many boulders, some of great size, embedded in it. The dredging also, for the most part, consists of taking off the tops of small shoals and irregular spots, which protrude very little above the required bottom.

Quantity dredged 32,835 cubic yards, costing  $56\frac{3}{4}$  cents per cubic yard. Boulders lifted by the stone lifter, 3,956 cubic yards, costing \$1.04 per cubic yard.

## CAP A LA ROCHE.

The work which was in progress at the beginning of the fiscal year was continued till 2nd September with two dredges, assisted when necessary by a stone lifter. From 2nd September to 7th November, and again from 28th April to the end of the fiscal year, the work was continued with one dredge assisted occasionally by stone lifters. Quantity dredged, all shale rock, 94,690 cubic yards, scow measurement, costing  $25\frac{1}{2}$  cents per cubic yard.

## CAP LEVRAUT AND VICINITY.

Dredging was commenced 27th July and continued on to 7th November, 1885, and was again carried on from 3rd May to the close of the fiscal year. One dredge was employed throughout the time and a stone lifter a considerable part of the time between these dates. Quantity dredged, 75,965 cubic yards, tough clay and boulders, costing  $24\frac{3}{4}$  cents per cubic yard.

## PORT ST. FRANCIS.

Work was commenced at the end of May, 1886, and continued to the close of the fiscal year, two of the Montreal Harbour dredges being employed. Quantity dredged, 10,687 cubic yards.

## LAKE ST. PETER.

Work was carried on with two dredges throughout the fiscal year except during the fall and winter, from 26th September to 27th April, and excellent progress was made. Quantity dredged, 1,120,381 cubic yards, costing  $3\frac{1}{2}$  cents per yard.

## CONTRECEUR CHANNEL.

Work was carried on throughout the fiscal year, except during the winter months, and with a force varying from one to four dredges. Quantity dredged, 211,365 cubic yards, costing  $11\frac{1}{2}$  cents per yard.

## POINTE MARIE.

About a month's work was done last fall, practically completing the dredging required at this place. Quantity dredged, 28,320 cubic yards, costing 12 cents per cubic yard.

## POUILLIER VARENNES.

A few days' work was done at the close of navigation last fall. Quantity dredged, 3,300 cubic yards, costing 14 cents per yard.

## POINTE AUX TREMBLES (EN HAUT).

Work was carried on for about three months in the fall of 1885, with a force of from one to three dredges. Quantity dredged, 133,800 cubic yards, clay, costing 7 cents per yard, and 6,000 yards, chiefly shale rock, costing 44 cents per yard.

## MONTREAL HARBOUR.

One to four dredges were employed in the main channel through the Harbour, between the beginning of the fiscal year and the close of navigation 1885, and again in 1886 two dredges were employed for a short time. A stone lifter was also engaged a short time in the fall of 1885 in raising large boulders. Quantity dredged, 35,200 cubic yards, costing 46 cents per cubic yard. Boulders lifted, 212 cubic yards.

The aggregate quantity of dredging done at all parts in the ship channel during the Government fiscal year ended 30th June, 1886, was 1,790,431 cubic yards as against 807,522 cubic yards in the preceding year.

The floating plant employed in the work during the year last past, consisted of seven elevator dredges, two to three spoon dredges part of the time, two stone lifters, seven screw tugs, five barges, used as coal tenders and smith's shops, fifteen hopper-bottomed scows and four flat scows. Of the seven elevator dredges, three are for working in earth and have buckets of 4, 16 and 28 cubic feet capacity, one is for either rock or earth and has buckets of 16 cubic feet capacity, one is for rock with buckets of 4 cubic feet capacity, and the remaining two are for rock with buckets of 6½ cubic feet capacity.

Yours respectfully,

JOHN KENNEDY,

*Chief Engineer.*

H. D. WHITNEY, Esq., Secretary,  
Montreal Harbour Commissioner.

[1886]





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SUPPLEMENT

TO

MINISTER OF PUBLIC WORKS REPORT

FOR

YEAR ENDED 30th JUNE, 1886.

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APPENDIX No. 27.

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STATEMENT

OF

EXPENDITURE ON PUBLIC WORKS

OF THE

DOMINION OF CANADA,

FROM

1st JULY, 1867, TO 30th JUNE, 1886;

ALSO

STATEMENT OF EXPENDITURE PRIOR TO AND SINCE  
CONFEDERATION.

By O. DIONNE, Accountant.

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DEPARTMENT OF PUBLIC WORKS,  
ACCOUNTANT'S OFFICE,  
OTTAWA, 9th April, 1887.

A. GOBEIL, Esq.,  
Secretary.

SIR,—I have the honor to transmit herewith statements of expenditure which should have appeared in Appendix No. 27 of the Report of the Minister of Public Works for the year ended the 30th June last, but which could not be prepared sufficiently early to permit of their publication at the same time.

These tables having now to be published as a "*Supplement*," I trust I may be allowed to profit by this circumstance to submit to you a statement in detail of the expenditure on PUBLIC WORKS of the Dominion from the 1st of July, 1867 (the date of Confederation) to the 30th June, 1886.

Appendix No. 1 of the "*General Report on Public Works*" from 1867 to 1882, contained two abstracts of the expenditure up to the latter date. In the first appeared that for the ten years following the date of Confederation (up to 30th June, 1877), and in the second, that for the fifteen years ended the 30th June, 1882.

The same order has been adopted in the tables now submitted. You will find therein: an abstract of the expenditure up to the 30th June, 1877, another up to the 30th June, 1882—details of which were published in the Report from 1867 to 1882—and a third up to the 30th June, 1886; the whole covering a period of nineteen years.

For fuller information, however, I have thought it advisable to precede these abstracts by statements showing the expenditure incurred *each year for each Province* of the Dominion.

In order to simplify and facilitate the consultation of these statements, I have divided them into two parts, the first comprising the expenditure for "*CONSTRUCTION and IMPROVEMENTS*," the second that for "*MAINTENANCE and REPAIRS*," in such manner that a reference to the abstracts in question will show at a glance the amount expended under each of these headings for the periods covered by such abstracts respectively.

As a complement to the above mentioned statements, you will find a table showing separately the amounts expended under "*Capital*" and under "*Consolidated Fund*." The same information is given in a table, which follows, for *each Province* of the Dominion.

I have the honor to be, Sir,

Your obedient servant,

O. DIONNE,

*Accountant.*





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PART I.

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EXPENDITURE

ON ACCOUNT

CONSTRUCTION AND IMPROVEMENTS

OF THE

PUBLIC WORKS OF CANADA.

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1867—

## APPENDIX

## CONSTRUCTION AND IMPROVE

## No. 1.—COMPARATIVE Statement of Expenditure

Number.	Works.	Fiscal Year			
		1868.	1869.	1870.	1871.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
1	Railways .....	483,353 65	282,615 18	1,729,381 49	2,946,930 45
2	Canals .....	128,965 35	126,953 20	105,588 26	133,872 89
	Totals, Railways and Canals ....	612,319 00	409,568 38	1,834,969 75	3,080,803 34
3	Public Buildings .....	a 98,580 56	a 109,727 14	a 69,062 54	a 409,251 81
4	Harbours and Breakwaters.....	8,650 55	4,442 35	4,034 63	29,766 07
5	Improvements of Rivers .....				4,983 19
6	Dredges .....			8,873 67	25,083 76
7	Slides and Booms.....	4,398 85	3,243 60	300 00	3,781 80
8	Roads and Bridges .....	d 23,461 99	d 24,631 76	d 153,079 02	d 161,300 69
9	Telegraph Lines .....				120,831 34
10	Lighthouses .....	32,466 43	18,672 57	29,431 83	
11	Dominion Steamers .....				
	Totals, Public Works .....	167,558 38	160,717 42	264,781 69	754,998 66
	Grand Totals .....	779,877 38	570,285 80	2,099,751 44	3,835,803 00

a, d. For amounts expended by Dominion on Works since transferred to Local Governments

b. Including \$197,748 64 expenditure on account dredging Maritime Provinces and British

c. do 63,695 46 do do do do

\$261,444 10

e. Including \$376,800 38 expended through the Department of Marine and Fisheries.

f. This amount was expended by the Department of Marine and Fisheries.

1877.

No. 27.

## MENTS OF PUBLIC WORKS.

from 1st July, 1867, to 30th June, 1877.

ended 30th June.						Total, 1st July, 1867, to 30th June, 1877.	Number.
1872.	1873.	1874.	1875.	1876.	1877.		
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
5,620,569 67	5,763,268 81	3,925,123 69	5,018,427 85	4,497,434 75	3,209,502 16	33,476,607 70	1
290,073 52	383,916 82	1,240,628 96	1,715,309 37	2,389,544 21	4,131,396 60	10,616,249 18	2
5,910,643 19	6,147,185 63	5,165,752 65	6,733,737 22	6,886,978 96	7,340,898 76	44,122,856 88	
578,936 80	422,030 11	600,962 73	800,812 33	1,075,483 24	736,240 29	a 4,901,087 60	3
193,441 32	382,267 02	371,293 90	473,304 60	649,622 93	450,004 33	b 2,568,827 70	4
2,985 90	32,800 27	71,652 26	122,146 07	78,037 13	50,546 68	c 363,151 50	5
13,778 62	37,063 20	53,473 86	103,499 43	26,545 68	3,142 99	271,461 21	6
64,800 80	59,046 65	89,215 86	20,986 87	25,438 60	120 00	271,333 03	7
d 332,746 61	164,217 40	206,306 73	32,343 80	32,469 39	.....	d 1,130,557 39	8
.....	72 00	.....	9,044 00	.....	.....	9,116 00	9
109,080 06	177,394 54	171,166 68	95,352 32	118,187 90	79,605 22	e 952,188 89	10
.....	.....	.....	.....	101,238 49	46,078 84	f 147,317 33	11
1,295,770 11	1,274,891 19	1,564,072 02	1,657,489 47	2,107,023 36	1,365,738 35	10,613,040 65	
7,206,413 30	7,422,076 82	6,729,824 67	8,391,226 69	8,994,002 32	8,706,637 11	54,735,897 53	

See Memo., at page 31.

Columbia, now apportioned to Harbours.  
do do Rivers.

O. DIONNE,

Accountant.



1867—

## CONSTRUCTION AND IMPROVE

## No. 2.—ABSTRACT Statement of Yearly Expenditure in

1867—

Number.	Works.	Nova Scotia.		P. E. Island.		New Brunswick.	
		\$	cts.	\$	cts.	\$	cts.
1	Intercolonial Railway.....	28,095	56				
2	Nova Scotia do.....	413,550	16				
3	European and North American Railway.....					19,721	85
4	Canals.....	21,519	72				
	Totals, Railways and Canals.....	463,165	44			19,721	85
5	Public Buildings.....						
6	Harbours and Breakwaters.....						
7	Slides and Booms.....						
8	Roads and Bridges.....					2,368	34
9	Lighthouses.....	22,041	42				
	Totals, Public Works.....	22,041	42			2,368	34
	Grand Totals.....	485,206	86			22,090	19

1868—

1	Intercolonial Railway.....	42,594	04			81,094	04
2	Nova Scotia do.....	88,928	47				
3	European and North American Railway.....					23,904	59
4	Canals.....	70,719	80				
	Totals, Railways and Canals.....	202,242	31			104,999	63
5	Public Buildings.....						
6	Harbours and Breakwaters.....	2,920	00				
7	Slides and Booms.....						
8	Roads and Bridges.....						
9	Lighthouses.....	6,905	80			4,274	18
	Totals, Public Works.....	9,825	80			4,274	18
	Grand Totals.....	212,068	11			109,273	81

1877.

## MENTS OF PUBLIC WORKS.

each Province, from 1st July, 1867, to 30th June, 1877.

1868.

Quebec.	Ontario.	Manitoba.	N.-W. Territories.	British Columbia.	Mis- cellaneous.	Total.	Number.
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
21,986 08						50,081 64	1
						413,550 16	2
84,863 67	22,581 96					19,721 85	3
						128,965 35	4
106,849 75	22,581 96					612,319 00	
5,731 65	92,718 73				130 18	98,580 56	5
77 50	8,573 05					8,650 55	6
2,018 00	2,380 85					4,398 85	7
16,974 01	4,119 64					23,461 99	8
7,288 86	3,136 15					32,466 43	9
32,090 02	110,928 42				130 18	167,558 38	
138,939 77	133,510 38				130 18	779,877 38	

1869.

46,094 04						169,782 12	1
						88,928 47	2
						23,904 59	3
2,055 00	54,178 40					126,953 20	4
48,149 04	54,178 40					409,568 38	
	109,727 14					109,727 14	5
11 90	1,510 45					4,442 35	6
1,621 80	1,621 80					3,243 60	7
5,157 66	15,260 97	4,213 13				24,631 76	8
7,492 59						18,672 57	9
14,283 95	128,120 36	4,213 13				160,717 42	
62,432 99	182,298 76	4,213 13				570,285 80	

O. D.

1867—

## CONSTRUCTION AND IMPROVE

No. 2.—ABSTRACT Statement of Yearly Ex

1869—

Number.	Works.	Nova Scotia.	P. E. Island.	New Brunswick.
		\$ cts.	\$ cts.	\$ cts.
1	Intercolonial Railway.....	233,622 16		974,008 24
2	Nova Scotia Railway .....	131,468 68		
3	European and North American Railway .....			30,326 43
4	Canals .....	46,193 57		
	Totals, Railways and Canals .....	411,284 39		1,004,334 67
5	Public Buildings .....			
6	Harbours and Breakwaters .....			
7	Dredges .....	4,436 83		4,436 84
8	Slides and Booms.....			
9	Roads and Bridges.....			
10	Lighthouses.....	5,079 42		11,555 91
	Totals, Public Works .....	9,516 25		15,992 75
	Grand Totals.....	420,800 64		1,020,327 42

1870—

1	Intercolonial Railway.....	1,082,992 38		794,068 27
2	Nova Scotia Railway.....	50,405 69		
3	Pacific Railway.....			17,929 34
4	Canals .....			
	Totals, Railways and Canals .....	1,133,398 07		811,997 61
5	Public Buildings.....	7,786 67		75,797 88
6	Harbours and Breakwaters .....			5,788 93
7	Improvements of Rivers .....			
8	Dredges .....	12,541 88		12,541 88
9	Slides and Booms .....			
10	Roads and Bridges .....			
11	Lighthouses .....	10,039 47		3,042 80
	Totals, Public Works .....	30,418 02		97,171 54
	Grand Totals .....	1,163,816 09		909,169 15



1877.

## MENTS OF PUBLIC WORKS.

penditure in each Province—*Continued.*

1870.

Quebec.	Ontario.	Manitoba.	N. W. Territories.	British Columbia.	Mis- cellaneous.	Total.	Number.
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
359,956 00						1,567,586 40	1
						131,468 66	2
						30,326 43	3
4,195 46	39,966 93		15,232 30			105,588 26	4
364,151 46	39,966 93		15,232 30			1,834,969 75	
10,001 98	59,060 56					69,062 54	5
3,959 63	75 00					4,034 63	6
						5,873 67	7
300 00						300 00	8
2,127 27	98,386 15	52,265 60				153,079 02	9
7,369 15	5,427 35					29,431 83	10
23,758 03	162,949 06	52,565 60				264,781 69	
387,909 49	202,915 99	52,565 60	15,232 30			2,099,751 44	

1871.

989,315 79						2,866,376 44	1
						50,405 69	2
	11,305 62	3,768 54		15,074 16		30,148 32	3
38,190 62	60,309 58		17,443 35			133,872 89	4
1,027,506 41	71,615 20	3,768 54	17,443 35	15,074 16		3,080,803 34	
243,033 61	82,643 65					409,251 81	5
13,275 74	10,701 35					29,766 07	6
	4,983 19					4,983 19	7
						25,083 76	8
3,781 80						3,781 80	9
7,335 16	85,016 92	68,948 61				161,300 69	10
98,928 52	8,770 55					120,831 34	11
366,344 83	192,115 66	68,948 61				754,998 66	
1,393,851 24	263,730 86	72,717 15	17,443 35	15,074 16		3,835,802 00	

O. D.

1867—

## CONSTRUCTION AND IMPROVE

No. 2.—ABSTRACT Statement of Yearly Ex

1871—

Number.	Works.	Nova Scotia.		P. E. Island.		New Brunswick.	
		\$	cts.	\$	cts.	\$	cts.
1	Intercolonial Railway.....	1,623,744	96			2,407,614	69
2	Nova Scotia do .....	33,502	65				
3	European and North American Railway.....					58,575	28
4	Pacific Railway.....						
5	Canals.....					6,399	41
	Totals, Railways and Canals .....	1,657,247	61			2,472,599	38
6	Public Buildings.....	87,075	12			45,058	39
7	Harbours and Breakwaters.....	12,158	39			9,368	99
8	Improvements of Rivers .....					1,368	60
9	Dredges .....	6,859	31			6,899	31
10	Slides and Booms.....						
11	Roads and Bridges .....						
12	Lighthouses .....	34,760	12			9,561	14
	Totals, Public Works.....	140,882	94			72,246	43
	Grand Totals.....	1,798,130	55			2,544,835	81

1872—

1	Intercolonial Railway.....	1,149,346	60			2,561,794	54
2	Nova Scotia do .....	174,968	18				
3	European and North American Railway.....					201,293	48
4	Pacific Railway.....						
5	Canals.....					14,943	83
	Totals, Public Buildings.....	1,322,314	78			2,778,036	85
6	Public Buildings.....	11,434	15			32,067	76
7	Harbours and Breakwaters.....	108,786	39			37,355	62
8	Improvements of Rivers.....					6,270	43
9	Dredges.....	8,856	60			8,856	60
10	Slides and Booms.....						
11	Roads and Bridges.....						
12	Telegraph Lines .....						
13	Lighthouses .....	102,400	23			16,691	06
	Totals, Public Works.....	231,477	37			101,241	47
	Grand Totals.....	1,553,792	15			2,879,278	32

1877.

## MENTS OF PUBLIC WORKS.

penditure in each Province—*Continued.*

1872.

Quebec.	Ontario.	Manitoba.	N.-W. Territories.	British Columbia.	Mis- cellaneous.	Total.	Number.
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
1,007,703 93						5,039,063 58	1
						33,502 65	2
						58,575 28	3
	195,771 26	19,577 13		274,079 77		489,428 16	4
205,838 79	76,696 82				1,138 50	290,073 52	5
1,213,542 72	272,468 08	19,577 13		274,079 77	1,138 50	5,910,643 19	
323,654 05	121,203 42	308 00			1,637 82	578,936 80	6
3,276 28	168,033 99			603 67		193,441 32	7
792 20	825 10					2,985 90	8
						13,773 62	9
63,450 80	1,350 00					64,800 80	10
7,660 36	198,165 94	126,920 21				332,746 61	11
58,316 28	6,412 52					109,080 06	12
457,179 97	495,990 97	127,228 31		603 67	1,637 82	1,295,770 11	
1,670,722 69	768,459 05	146,805 44		274,683 44	2,776 32	7,206,413 30	

1873.

1,116,042 57						4,827,183 71	1
						172,968 18	2
						201,298 48	3
	361,169 00	80,259 77		120,389 67		561,818 44	4
207,365 05	161,607 94					383,916 82	5
1,323,407 62	522,776 94	80,259 77		120,389 67		6,147,185 63	
158,035 59	204,671 54	6,852 15		6,638 37	2,330 55	422,030 11	6
11,972 76	211,187 37			12,961 88		382,267 02	7
14,620 00	7,260 11	1,350 00		3,299 73		32,800 27	8
	19,350 00					37,063 20	9
47,654 51	11,392 11					59,046 65	10
18,102 06	103,521 19	42,594 15				161,217 40	11
		72 00				72 00	12
40,710 42	17,592 83					177,394 54	13
291,095 37	574,975 15	50,868 30		22,902 98	2,330 55	1,274,891 19	
1,614,502 99	1,097,752 09	131,128 07		143,292 65	2,330 55	7,422,076 81	

O. D.



1867—

## CONSTRUCTION AND IMPROVE

## No. 2.—ABSTRACT Statement of Yearly Ex

1873—

Number.	Works.	Nova Scotia.		P. E. Island.		New Brunswick.	
		\$	cts.	\$	cts.	\$	cts.
1	Intercolonial Railway.....	844,353	87			1,805,265	45
2	Nova Scotia do .....	70,711	73				
3	European and North American Railway.....					126,525	21
4	Pacific Railway.....						
5	Canals.....					4,018	90
	Totals, Railways and Canals.....	915,065	60			1,935,809	56
6	Public Buildings.....	7,014	75	69,000	00	75,317	82
7	Harbours and Breakwaters.....	132,151	41			49,846	39
8	Improvements of Rivers.....					21,010	38
9	Dredges .....	21,444	77			21,444	77
10	Slides and Booms.....						
11	Roads and Bridges.....						
12	Lighthouses .....	51,867	94			37,908	94
	Totals, Public Works.....	212,478	87	69,000	00	205,528	30
	Grand Totals.....	1,127,544	47	69,000	00	2,141,337	86

1874—

1	Intercolonial Railway....	693,757	66			1,309,270	93
2	Nova Scotia do .....	515,691	59				
3	European and North American Railway.....					264,947	04
4	Prince Edward Island Railway.....			46,086	63		
5	Pacific Railway.....						
6	Canals .....	20	97			443	00
	Totals, Railways and Canals .....	1,209,470	22	46,086	63	1,574,660	97
7	Public Buildings.....	9,684	73	3	00	81,530	79
8	Harbours and Breakwaters.....	126,550	10	10,896	30	63,811	49
9	Improvements of Rivers.....	8,937	70	4,825	79	17,744	02
10	Dredges .....	35,471	20	23,532	07	35,471	20
11	Slides and Booms.....						
12	Roads and Bridges.....						
13	Telegraph Lines.....						
14	Lighthouses .....	43,898	63			8,842	97
	Totals, Public Works.....	224,342	36	39,307	16	207,400	47
	Grand Totals.....	1,433,812	58	85,393	79	1,782,061	44

1877.

## MENTS OF PUBLIC WORKS.

penditure in each Province—*Continued.*

1874.

Quebec.	Ontario.	Manitoba.	N. W. Territories.	British Columbia.	Mis- cellaneous.	Total.	Number.
\$ cts	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts	
768,042 55						3,417,661 87	1
						70,711 73	2
	121,874 06	44,317 84		144,032 98		126,525 21	3
468,374 10	768,235 96					310,224 88	4
						1,240,628 96	5
1,236,416 65	890,110 02	44,317 84		144,032 98		5,165,752 65	
102,745 25	294,874 67	6,775 88		38,456 17	6,778 19	600,962 73	6
18,623 12	162,636 75			8,036 23		371,293 90	7
39,559 78	6,557 95	3,684 90		839 25		71,652 26	8
	10,584 32					53,473 86	9
69,063 68	20,152 18					89,215 86	10
12,531 73	127,747 49	66,027 51				206,306 73	11
45,450 57	20,962 11			14,977 12		171,166 68	12
287,974 13	643,515 47	76,488 29		62,308 77	6,778 19	1,564,072 02	
1,524,390 78	1,533,625 49	120,806 13		206,341 75	6,778 19	6,729,824 67	

1875.

642,432 33						2,645,460 92	1
						515,691 59	2
						264,947 04	3
	630,146 91	259,480 96	207,042 72	449,571 08		46,086 63	4
647,945 48	1,066,899 92					1,546,241 67	5
						1,715,309 37	6
1,290,377 81	1,697,046 83	259,480 93	207,042 72	449,571 08		6,733,737 22	
165,108 65	412,384 76	63,255 87	29,320 91	24,862 70	14,660 97	800,812 38	7
12,093 33	243,285 21			16,868 17		473,304 60	8
73,706 46	10,993 02	200 00		5,739 08		122,146 07	9
	1,277 00			7,697 96		103,499 43	10
20,414 52	572 35					20,986 87	11
4,050 44	24,762 99	3,530 37				32,343 80	12
				9,044 00		9,044 00	13
22,436 66	11,374 99			8,799 07		95,352 32	14
297,810 06	704,650 32	66,986 24	29,320 91	73,010 98	14,660 97	1,657,439 47	
1,588,187 87	2,401,697 15	326,467 20	236,363 63	522,582 06	14,660 97	8,391,226 69	

O. D.

1867—

## CONSTRUCTION AND IMPROVE

No. 2.—ABSTRACT Statement of Yearly Ex

1875—

Number.	Works.	Nova Scotia.	P. E. Island.	New Brunswick.
		\$ cts.	\$ cts.	\$ cts.
1	Intercolonial Railway .....	295,118 63	.....	412,940 25
2	Nova Scotia do .....	109,280 13	.....	.....
3	European and North American Railway .....	.....	.....	50 00
4	Prince Edward Island Railway .....	.....	42,546 10	.....
5	Pacific Railway .....	.....	.....	110 75
6	Canals.....	11,125 00	.....	.....
	Totals, Railways and Canals.....	415,523 76	42,546 10	413,101 00
7	Public Buildings.....	21,233 64	3,574 87	49,103 37
8	Harbours and Breakwaters .....	162,814 78	35,952 80	103,601 81
9	Improvements of Rivers.....	6,297 50	1,500 00	15,744 81
10	Dredges.....	9,849 32	.....	9,849 31
11	Slides and Booms .....	.....	.....	.....
12	Roads and Bridges.....	.....	.....	.....
13	Lighthouses .....	42,214 55	12,025 86	17,819 95
14	Dominion Steamers.....	25,309 62	25,309 62	25,309 62
	Totals, Public Works.....	267,719 41	78,363 15	221,428 87
	Grand Totals.....	683,243 17	120,909 25	634,529 87

1876—

1	Intercolonial Railway .....	143,253 11	.....	535,832 08
2	Nova Scotia do .....	214,954 63	.....	.....
3	European and North American Railway .....	.....	.....	99,340 40
4	Prince Edward Island Railway .....	.....	200,000 00	.....
5	Pacific Railway .....	.....	.....	.....
6	Canals.....	63,352 48	.....	.....
	Totals, Railways and Canals .....	421,560 22	200,000 00	635,172 48
7	Public Buildings .....	10,038 07	807 75	24,440 53
8	Harbours and Breakwaters .....	84,986 70	25,121 33	92,624 39
9	Improvements of Rivers.....	11,140 22	11,257 34	818 34
10	Dredges.....	1,571 49	.....	1,571 50
11	Slides and Booms .....	.....	.....	.....
12	Lighthouses .....	25,550 00	17,719 47	7,083 82
13	Dominion Steamers.....	11,519 71	11,519 71	11,519 71
	Totals, Public Works .....	144,805 19	66,425 60	138,058 29
	Grand Totals .....	566,366 41	266,425 60	773,230 77



1877.

## MENTS OF PUBLIC WORKS.

penditure in each Province—*Concluded.*

1876.

Quebec.	Ontario.	Manitoba.	N.-W. Territories.	British Columbia.	Mis- cellaneous.	Total.	Number.
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
290,932 58						998,991 46	1
						109,280 13	2
						50 00	3
						42,546 10	4
780,858 57	1,605,652 56	865,628 69	572,897 93	302,387 88		3,345,567 06	5
	1,597,449 89					2,389,544 21	6
1,071,791 15	3,203,102 45	865,628 69	572,897 93	302,387 88		6,886,978 96	
163,402 91	594,145 64	100,689 69	41,966 94	92,846 62	8,519 56	1,075,483 24	7
55,719 60	273,802 42			17,731 52		649,622 93	8
29,090 21	23,782 98			1,621 63		78,037 13	9
	6,847 05					26,545 68	10
25,438 60						25,438 60	11
318 10	30,646 44	1,504 85				32,469 39	12
26,205 50	11,444 37			8,477 67		118,187 90	13
25,309 63						101,238 49	14
325,484 55	940,668 90	102,194 54	41,966 94	120,677 44	8,519 56	2,107,023 36	
1,397,275 70	4,143,771 35	967,823 23	614,864 87	423,065 32	8,519 56	8,994,002 32	

1877.

324,971 97						1,004,057 16	1
						214,954 63	2
						99,340 40	3
						200,000 00	4
1,794,967 38	1,004,217 84	339,022 56	68,199 75	279,709 82		1,691,149 97	5
	2,273,076 74					4,131,396 60	6
2,119,939 35	3,277,294 58	339,022 56	68,199 75	279,709 82		7,340,893 76	
130,995 17	401,608 63	44,819 02	70,412 12	47,218 11	5,870 89	736,240 29	7
10 104 40	236,600 89			566 62		450,004 33	8
17,728 86	9,601 92					50,546 68	9
						3,142 99	10
60 00	60 00					120 00	11
12,945 29	16,276 98			29 66		79,605 22	12
11,519 71						46,078 84	13
183,353 43	661,148 42	44,819 02	70,412 12	47,814 39	5,870 89	1,365,738 35	
2,303,292 78	3,941,443 00	383,871 58	138,611 87	327,524 21	5,870 89	8,706,637 11	

O. D.

[1886]

19

1867—

## CONSTRUCTION AND IMPROVE

## No. 3.—COMPARATIVE STATEMENT of Yearly Expenditure,

Number.	Province.	Fiscal year				
		1868.	1869.	1870.	1871.	1872.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
1	Nova Scotia.....	485,206 86	212,068 11	420,800 64	1,163,816 09	1,798,130 55
2	Prince Edward Island.....	22,090 19	109,272 81	1,020,327 42	909,169 15	2,544,835 81
3	New Brunswick.....	138,939 77	62,432 99	387,909 49	1,393,851 24	1,670,722 69
4	Quebec.....	133,510 38	182,298 76	202,915 99	262,730 86	768,459 05
5	Ontario.....		4,213 13	52,565 60	72,717 15	146,805 44
6	Manitoba.....			15,232 30	17,443 35	
7	North-West Territories.....				15,074 16	274,683 44
8	British Columbia.....					2,776 32
9	Miscellaneous.....	130 18				
	Totals.....	779,877 38	570,285 80	2,099,751 44	3,835,802 00	7,206,413 30

1877.

## MENTS OF PUBLIC WORKS.

in each Province, from 1st July, 1867, to 30th June, 1877.

ended 30th June.					Total to 30th June, 1877.	Number.
1873.	1874.	1875.	1876.	1877.		
\$ cts	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
1,553,792 15	1,127,544 47	1,433,812 58	683,243 17	566,344 11	9,444,758 73	1
.....	69,000 00	85,393 79	120,909 25	266,425 60	541,728 64	2
2,879,278 32	2,141,337 86	1,782,061 44	634,529 87	773,253 07	12,816,155 94	3
1,614,502 99	1,524,390 78	1,588,187 87	1,397,275 70	2,303,292 78	12,081,506 30	4
1,097,752 09	1,533,625 49	2,401,697 15	4,143,771 35	3,941,443 00	14,669,204 12	5
131,128 07	120,806 13	326,467 20	967,823 23	383,871 58	2,206,397 53	6
.....	.....	236,363 63	614,864 87	138,611 87	1,022,516 02	7
143,292 65	206,341 75	522,582 06	423,065 32	327,524 21	1,912,563 59	8
2,330 55	6,778 19	14,660 97	8,519 56	5,870 89	41,066 66	9
7,422,076 82	6,729,824 67	8,391,226 69	8,994,002 22	8,706,637 11	54,735,897 53	

O. D.

{1887}

21



1867—

## MEMO.—RE WORKS TRANSFERRED

AMOUNTS to be deducted from Expenditure shown in Appendix

Number.	Service.	Appendix No. 1, Report, 1867-1882.		1868.
		Page.	No.	
	<b>PUBLIC BUILDINGS—CONSTRUCTION :—</b>			<b>\$ cts.</b>
	<i>Quebec—</i>			
1	Argenteuil Court House.....	16	1	.....
2	Beauharnois Jail.....	16	2	.....
3	Kamouraska Jail.....	16	4	.....
4	Malbaie Court House.....	16	6	228 50
5	Quebec New Jail.....	16	14	2,687 25
6	Sherbrooke Jail.....	16	18	4,257 20
	<i>Ontario—</i>			
7	Aylmer Court House.....	18	1	7,172 95
				207 20
	<b>Totals, Construction.....</b>			<b>7,380 15</b>
	<b>PUBLIC BUILDINGS—REPAIRS :—</b>			
	<i>Quebec—</i>			
8	Argenteuil Court House.....	24	1	600 00
9	Court Houses and Jails.....	24	2	30 00
10	Industrie Court House and Jail.....	24	5	146 45
11	Kamouraska Jail.....	24	7	83 67
12	Montreal Court House.....	24	9	198 00
13	do Old Government House.....	24	15	98 10
14	Quebec Bonner Property.....	24	18	40 00
15	do New Jail.....	26	27	.....
16	do Old Chateau St. Louis.....	26	31	75 00
17	do Spencerwood.....	26	36	1,472 26
18	Sorel Court House and Jail.....	26	37	78 34
	<i>Ontario—</i>			
19	Kingston Rockwood Asylum.....	28	7	2,821 82
20	Toronto Government Building.....	30	25	267 55
	<b>Totals, Repairs.....</b>			<b>3,089 27</b>
	<b>ROADS AND BRIDGES :—</b>			
	<i>Nova Scotia—</i>			
21	Mail road between Liverpool and Annapolis.....	56	1	.....
	<i>Quebec—</i>			
22	Gulf Road.....	56	2	.....
23	Restigouche Road.....	56	8	8,335 84
24	Colonization Roads (generally).....	56	10	3,127 00
				11,462 82
	<i>Ontario—</i>			
25	Windsor and Scugog Roads.....	58	7	581 65
26	York Roads.....	58	8	474 05
	<b>Totals, Roads.....</b>			<b>12,518 52</b>
	<b>Grand Total.....</b>			<b>.....</b>

1877.

## TO LOCAL GOVERNMENTS.

No. 1, pages 70 and 71, Public Works Report, 1867-1882.

Year ended 30th June—					Total.	Grand Totals.	Number.
1869.	1870.	1871.	1872.	1877.			
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
1,377 20					1,377 20		1
178 66					178 66		2
61 80					61 80		3
					228 50		4
					2,687 25		5
500 00	1,227 19	849 24			6,833 63		6
2,117 66	1,227 19	849 24			11,367 04		
1,608 94	3,224 99				5,041 13		7
3,726 60	4,452 18	849 24				16,408 17	
					600 00		8
					30 00		9
	753 99				900 44		10
					83 67		11
					198 00		12
30 00	88 03				216 13		13
134 32					174 32		14
		193 66			193 66		15
75 00					150 00		16
2,803 87	2,640 18	20 82	22 80		6,959 93		17
	842 30				920 64		18
3,043 19	4,324 50	214 48	22 80		10,426 79		
				23 90	291 45		19
							20
3,043 19	4,324 50	214 48	22 80	23 90		10,718 24	
670 91	839 01				1,509 92		21
		8,952 66	1,047 34		10,000 00		22
					8,335 82		23
					3,127 00		24
		8,952 66	1,047 34		21,462 82		
	1,170 91				2,226 61		25
							26
	2,009 92	8,952 66	1,047 34			25,199 35	
						52,325 76	

O. DIONNE,  
Accountant.

1867—

No. 4.—STATEMENT showing amounts contributed by Municipalities, &c.,  
in previous and

Number.	Work.	Fiscal Year			
		1871.		1872.	
		I.	\$ cts.	II.	\$ cts.
Harbours—					
1	Bayfield (Municipality of Stanley).....				
2	Cobourg (Commissioners Harbour Trust, Cobourg).....				
3	Collingwood (Northern Railway Co.).....				
4	Goderich (Municipality Township of Goderich).....				
5	Meaford ( do St. Vincent).....				
	Total, Harbours.....				
Rivers—					
6	River Napanee, Ont .....				
7	do Thames do .....	198	2,400 00		
	Total, Rivers.....		2,400 00		
Roads and Bridges—					
8	Portage du Fort Bridge (Grant by Ontario Government). .....			252	1,500 00
	Grand Totals .....		2,400 00		1,500 00



1877.

towards the Construction, &c., of the undermentioned Works, and included following Statements.

ended 30th June.										Total.	Number.
1873.		1874.		1875.		1876.		1877.			
II.	\$ cts.	II.	\$ cts.	II	\$ cts.	II.	\$ cts.	II.	\$ cts.	\$ cts.	
.....	.....	.....	.....	.....	.....	.....	.....	254	10,000 00	10,000 00	1
.....	.....	.....	.....	.....	.....	.....	.....	254	25,507 49	25,507 49	2
.....	.....	190	15,505 00	237	12,763 26	.....	.....	.....	.....	28,268 26	3
.....	.....	.....	.....	239	10,000 00	.....	.....	.....	.....	10,000 00	4
.....	.....	.....	.....	238	10,000 00	.....	.....	.....	.....	10,000 00	5
.....	.....	.....	15,505 00	.....	32,763 26	.....	.....	.....	35,507 49	83,775 75	
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
.....	.....	.....	.....	.....	.....	251	5,000 00	.....	.....	5,000 00	6
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2,400 00	7
.....	.....	.....	.....	.....	.....	.....	5,000 00	.....	.....	7,400 00	
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
144	4,000 00	.....	.....	.....	.....	.....	.....	.....	.....	5,500 00	8
.....	4,000 00	.....	15,505 00	.....	32,763 26	.....	5,000 00	.....	35,507 49	96,675 75	

O. DIONNE,  
Accountant.

1867—

## CONSTRUCTION AND IMPROVE

## No. 5.—ABSTRACT Statement of Expenditure from 1st

Number.	Works.	Nova Scotia.	ENTERED CON- FEDERATION.		New Brunswick.
			1st July, 1873.	P. E. Island.	
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
1	Intercolonial Railway.....	6,136,878 97	.....	10,881,888 49	.....
2	Nova Scotia do .....	1,801,461 89	.....	824,689 28	.....
3	European and North American Railway.....	.....	288,632 73	.....	.....
4	Prince Edward Island Railway.....	.....	.....	43,867 53	.....
5	Pacific Railway.....	212,909 24	.....	.....	.....
6	Canals.....	.....	.....	.....	.....
	Totals, Railways and Canals.....	8,151,250 10	288,632 73	11,750,445 30	.....
7	Public Buildings .....	154,267 13	73,385 62	383,316 54	.....
8	Harbours and Breakwaters .....	630,167 77	71,970 43	362,397 67	.....
9	Improvements of Rivers.....	26,375 42	17,583 13	62,956 58	.....
10	Dredges.....	101,061 40	23,582 07	101,061 41	.....
11	Slides and Booms.....	.....	.....	2,368 34	.....
12	Roads and Bridges.....	.....	.....	.....	.....
13	Telegraph Lines.....	.....	.....	.....	.....
14	Lighthouses .....	344,807 58	29,745 33	116,780 77	.....
15	Dominion Steamers.....	36,829 33	36,829 33	36,829 33	.....
	Totals, Public Works.....	1,293,508 63	253,095 91	1,065,710 64	.....
	Grand Totals.....	9,444,758 73	541,728 64	12,816,155 94	.....

N.B.—For amounts contributed by municipalities, &c., towards the construction of works a above mentioned—See statement No. 4 page 24.

1877.

## MENTS OF PUBLIC WORKS.

July, 1867 (date of Confederation), to 30th June, 1877.

Quebec.	Ontario.	ENTERED CONFEDERATION.			Mis- cellaneous not apportioned to any of the Provinces.	Total up to 30th June, 1877.	Number.
		15th July, 1870.		20th July, 1871.			
		Manitoba.	N.-W. Territories.	British Columbia.			
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
5,567,477 84	.....	.....	.....	.....	.....	22,586,245 30	1
.....	.....	.....	.....	.....	.....	1,801,461 89	2
.....	.....	.....	.....	.....	.....	824,689 28	3
.....	.....	.....	.....	.....	.....	288,632 73	4
.....	3,930,137 25	1,612,055 49	848,140 40	1,585,245 36	.....	7,975,578 50	5
4,234,654 12	6,121,004 14	.....	32,675 65	.....	1,138 10	10,646,249 18	6
9,802,131 96	10,051,141 39	1,612,055 49	880,816 05	1,585,245 36	1,138 50	44,122,856 88	
1,302,698 86	2,373,038 74	222,730 61	141,699 97	210,021 97	39,928 16	4,901,087 60	7
129,114 26	1,316,406 48	.....	.....	56,771 09	.....	2,566,827 70	8
175,497 51	64,004 27	5,234 90	.....	11,499 69	.....	363,151 50	9
.....	38,058 37	.....	.....	7,697 96	.....	271,461 21	10
233,803 74	37,529 29	.....	.....	.....	.....	271,333 03	11
74,256 79	687,627 73	366,304 53	.....	.....	.....	1,130,557 39	12
.....	72 00	.....	.....	9,044 00	.....	9,116 00	13
327,173 84	101,397 85	.....	.....	32,283 52	.....	a 952,188 89	14
36,829 34	.....	.....	.....	.....	.....	b 147,317 33	15
2,279,374 34	4,618,062 73	594,342 04	141,699 97	327,318 23	39,928 16	10,613,040 65	
12,081,506 30	14,669,204 12	2,206,397 53	1,022,516 02	1,912,563 59	41,066 66	54,735,897 53	

a. Including \$876,600.38 expended through the Department of Marine and Fisheries.

b. This amount was expended do do do

O. DIONNE,  
Accountant.



1867—

## No. 6.—EXPENDITURE on account of Works authorized by SPECIAL

Work.	Authority.	Amount Authorized.
		\$ cts.
St. Lawrence River (deepening between Quebec and Montreal).....	30 Vic., c. 60, 23rd May, 1873	1,500,000 00
Quebec Harbour Improvements .....	36 Vic., c. 62, 23rd May, 1873	1,200,000 00

(a) Exclusive of \$1,140 being amount of cheque issued and now cancelled.

1877.

ACTS of Parliament, from 1st July, 1867, to 30th June, 1877.

Year ended 30th June.								Totals.
1873.		1875.		1876.		1877.		
	\$ cts.		\$ cts.		\$ cts.		\$ cts.	\$ cts.
XIIa	275,000 00	XII	269,000 00	XI	192,000 00	XIX	122,000 00	858,000 00
XIIa	a723,000 00	.....	.....	.....	.....	.....	.....	723,000 00
	998,000 00		269,000 00		192,000 00		122,000 00	1,581,000 00

O. DIONNE,  
*Accountant.*

1867—

## CONSTRUCTION AND IMPROVE

## No. 7—STATEMENT showing Expenditure, under the several

Year ended 30th June	Part and Page in Public Accounts.		GOVERNMENT EXPENDITURE.			Contributions by Municipalities, &c.
			Capital.	Consolidated Fund.	Total.	
			\$ cts.	\$ cts.	\$ cts.	\$ cts.
1868... {	I 117	}	a 530,723 46	249,153 92	779,877 38	.....
1869.....	III 42-44		b 437,174 80	133,111 00	570,285 80	.....
1870.....	I 178, 312-13-14		c 1,859,387 88	240,363 56	2,099,751 44	.....
1871.....	I 191, 299 to 301		3,067,883 64	765,518 36	3,833,402 00	2,400 00
1872.....	II 248-371		d 5,944,960 94	1,259,952 36	7,204,913 30	1,500 00
1873.....	II 137-239		e 5,986,449 68	1,431,617 14	7,418,076 82	4,000 00
1874.....	II 169		f 5,250,679 32	1,463,640 35	6,714,319 67	15,505 00
1875.....	II 219		g 6,922,742 33	1,435,721 10	8,358,463 43	32,763 26
1876.....	II 250		h 7,154,007 94	1,834,994 38	8,989,002 32	5,000 00
1877.....	II 239		i 7,599,709 55	1,071,420 07	8,671,129 62	35,507 49
			44,753,719 54	9,885,502 24	54,639,221 78	96,675 75

## No. 8—STATEMENT showing amount expended, in each Province, under

PROVINCE.	GOVERNMENT EXPENDITURE.		
	Capital.	Consolidated Fund.	Total.
	\$ cts.	\$ cts.	\$ cts.
Nova Scotia .....	7,896,546 81	1,548,211 92	9,444,758 73
Prince Edward Island .....	288,632 73	253,095 91	541,728 64
New Brunswick .....	11,618,314 59	1,197,941 35	12,816,155 94
Quebec .....	9,584,226 13	2,497,280 17	12,081,506 30
Ontario .....	11,131,703 02	3,440,825 35	14,572,528 37
Manitoba .....	1,768,334 85	438,062 68	2,206,397 53
North-West Territories .....	880,816 05	141,699 97	1,022,516 02
British Columbia .....	1,585,245 36	327,318 23	1,912,563 59
Miscellaneous .....	.....	41,066 66	41,066 66
Totals .....	44,753,719 54	9,885,502 24	54,639,221 78



1877.

## MENTS OF PUBLIC WORKS.

headings mentioned, from 1st July, 1867, to 30th June, 1877.

Grand Total.	
\$ cts.	
779,877 38	a Exclusive of \$43,484.86 expenditure on Harbours and Lighthouses transferred to "Income"
570,285 80	b Exclusive of \$118,015 02 expenditure account, Rideau Hall, \$93,178.85, and Lighthouses, \$24,836.17, transferred to "Income."
2,099,751 44	c Exclusive of \$164,988.18 expenditure, now transferred to "Income."
3,835,802 00	d Exclusive of \$84,000 expenditure on Halifax Dominion Buildings, now transferred to "Income."
7,206,413 30	e Exclusive of \$4,877.83 expenditure on Baie Verte Canal, now transferred to "Income."
7,422,076 82	f do 4,018 90 do do
6,729,824 67	g do 443.00 do do
8,391,226 69	h do 110.75 do do
8,994,002 32	i do 22 30 do do
8,706,637 11	
54,735,897 53	\$9,472.78

the several headings mentioned, from 1st July, 1867, to 30th June, 1877.

Contributions by Municipalities, &c.	Grand Total.
\$ cts.	\$ cts.
.....	9,444,758 73
.....	541,728 64
.....	12,816,155 94
.....	12,081,506 30
93,675 75	14,669,204 12
.....	2,206,397 53
.....	1,022,516 02
.....	1,912,563 59
.....	41,066 66
93,675 75	54,735,897 53

O. DIONNE,  
Accountant.

1878—

## CONSTRUCTION AND IMPROVEMENTS.

## No. 9.—COMPARATIVE Statement of Expendi

Number.	Works.	From 1st July, 1867, to 30th June, 1877.		Fiscal 1878.	
		\$	cts.	\$	cts.
1	Railways .....	33,476,607	70	2,643,741	73
2	Canals .....	10,646,249	18	3,843,338	62
	Totals, Railways and Canals .....	44,122,856	88	6,487,080	35
3	Public Buildings .....	4,901,087	60	518,903	79
4	Harbours and Breakwaters.....	2,566,827	70	263,577	88
5	Improvements of Rivers .....	363,151	50	52,171	59
6	Dredges .....	271,461	21	1,860	00
7	Slides and Booms .....	271,333	03	591	28
8	Roads and Bridges .....	1,130,557	39	714	74
9	Telegraph Lines .....	9,116	00		
10	Lighthouses .....	952,188	89	48,016	97
11	Dominion Steamers.....	147,317	33		
	Totals, Public Works.....	10,613,040	65	885,841	25
	Grand Totals .....	54,735,897	53	7,372,921	60

N.B.—For amounts contributed by Municipalities, &c., towards the Construction, &c., of above  
 (a.) Exclusive of \$ 516,782 20, being part of amount paid by the Canadian Pacific Railway  
 (b.) do 721,082 73, being balance of do do do

Total..... \$ 1,237,864 93—See Public Accounts, 1881-82, part ii, page 245.

	Winnipeg.		Total.
	Lieut.-Governor's Residence.	Parliament Building.	
	\$	\$	\$
	cts.	cts.	cts.
(c) Exclusive of .....	746 79	2,543 93	3,290 72
(d) do .....	5,666 08	17,017 90	22,683 98
	6,412 87	19,561 83	25,974 70

DEPARTMENT OF PUBLIC WORKS,  
 OTTAWA, 9th April, 1887.

1882.

## OF PUBLIC WORKS OF CANADA.

ture from 1st July, 1877, to 30th June, 1882.

Year ended 30th June				Total, up to 30th June, 1882.	Number.
1879.	1880.	1881.	1882.		
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
2,507,053 71	6,109,599 14	a 5,060,454 53	b 5,691,828 81	55,489,285 62	1
3,064,098 61	2,123,366 34	2,100,242 78	1,670,268 74	23,447,564 27	2
5,571,152 32	8,232,965 48	7,160,697 31	7,352,097 55	78,936,849 89	
374,109 76	445,344 26	c 509,591 59	d 521,348 75	7,270,390 75	3
227,195 21	137,174 92	200,108 07	342,283 76	3,737,167 54	4
63,426 64	77,190 02	58,093 92	71,975 36	686,009 03	5
15,000 00	.....	15,221 57	6,386 50	309,929 28	6
400 00	11,972 45	7,697 01	13,116 49	305,110 26	7
309 96	899 09	3,193 13	8,762 24	1,144,436 55	8
19,797 22	20,937 61	248,437 28	61,762 27	360,050 38	9
58,694 32	39,250 24	48,667 96	39,394 27	1,186,212 65	10
.....	.....	38,933 33	.....	186,250 66	11
758,933 11	732,768 59	1,129,943 86	1,065,029 64	15,185,557 10	
6,330,085 43	8,965,734 07	8,290,641 17	8,427,127 19	94,122,406 99	

Works— See Statement No. 12, at page 40.  
 Company for Rolling Stock, &c., sold to them.  
 do do do

Expenditure incurred by the Dominion Government, but now assumed by the Province of Manitoba  
 —See Public Accounts for 1885-86, part ii, page 56.

O. DIONNE,  
*Accountant.*



1878—

## CONSTRUCTION AND IMPROVEMENTS

No. 10.—STATEMENT of Yearly Expenditure in each  
1877—

Number.	Works.	Nova Scotia.	P. E. Island.	New Brunswick.
		\$ cts.	\$ cts.	\$ cts.
1	Intercolonial Railway.....	136,977 38		213,493 26
2	Prince Edward Island Railway .....		6,551 86	
3	Pacific Railway.....	26,511 51		
4	Canals.....			
	Totals, Railways and Canals .....	163,488 89	6,551 86	213,493 26
5	Public Buildings .....	662 71		93,649 17
6	Harbours and Breakwaters .....	55,313 74	42,776 99	101,630 06
7	Improvements of Rivers.....	4,517 50	9,349 76	12,363 78
8	Dredges.....	930 00		930 00
9	Slides and Booms.....			
10	Roads and Bridges.....			
11	Lighthouses .....	13,500 00	2,504 47	9,528 13
	Totals, Public Works.....	74,923 95	54,631 22	223,101 14
	Grand Totals .....	238,412 84	61,183 08	436,594 40

1878—

1	Intercolonial Railway.....	21,282 78		45,771 70
2	Prince Edward Island Railway .....		40,129 05	
3	Pacific Railway.....	107,337 75		
4	Canals .....			
	Totals, Railways and Canals.....	128,620 53	40,129 05	45,771 70
5	Public Buildings .....	77 31		186,785 58
6	Harbours and Breakwaters .....	75,659 03	21,511 91	45,061 51
7	Improvements of Rivers .....	7,397 70	9,164 07	18,169 63
8	Dredges.....	15,000 00		
9	Slides and Booms.....			
10	Roads and Bridges .....			
11	Telegraph Lines.....			
12	Lighthouses .....	10,868 52	2,052 05	19,000 00
	Totals, Public Works.....	109,502 56	32,728 03	269,016 72
	Grand Totals.....	238,123 09	72,857 08	314,788 42

1882.

## OF THE PUBLIC WORKS OF CANADA.

Province from 1st July, 1878, to 30th June, 1882.

1878.

Quebec.	Ontario.	Manitoba.	N.-W. Territories.	British Columbia.	Mis- cellaneous.	Total for 1877-78.	Number.
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
58,346 10						408,816 74	1
						6,551 86	2
1,530,633 44	1,134,276 02	958,835 99	3,250 00	132,011 11		2,228,373 13	3
	2,286,193 67					3,843,339 62	4
1,588,979 54	3,420,469 70	958,835 99	3,250 00	132,011 11		6,487,080 35	
62,639 47	256,971 54		68,093 44	23,005 47	8,886 99	518,908 79	5
20,346 97	38,488 48			5,021 64		263,577 88	6
16,351 12	9,499 68			89 75		52,171 59	7
						1,860 00	8
	591 28					591 28	9
607 37	107 37					714 74	10
12,478 83	10,005 54					48,016 97	11
112,423 76	315,663 50		68,093 44	28,116 89	8,886 99	885,841 25	
1,701,403 30	3,736,133 59	958,835 99	71,343 41	160,127 97	8,886 99	7,372,921 60	

1879.

159,584 71						226,639 19	1
						40,129 05	2
	1,715,243 59	440,694 91	16,150 60	68,196 37		2,240,285 47	3
1,248,634 63	1,708,126 23					3,064,098 61	4
1,408,219 34	3,423,369 82	440,694 91	16,150 60	68,196 37		5,571,152 32	
24,240 09	149,453 81	78 50			13,474 44	374,109 76	5
35,638 74	48,403 67			920 35		227,195 21	6
12,014 80	9,970 37	5,500 00		710 07		63,426 64	7
						15,000 00	8
400 00						400 00	9
154 98	154 93					309 96	10
				19,797 22		19,797 22	11
991 17	21,428 87				4,353 71	58,694 32	12
73,439 78	229,411 73	5,578 50		21,427 64	17,828 15	758,933 11	
1,481,659 12	3,652,781 55	446,273 41	16,150 60	89,624 01	17,828 15	6,330,085 43	

1878—

## CONSTRUCTION AND IMPROVE

No. 10.—STATEMENT of Yearly

1879—

Number.	Works.	Nova Scotia.	P. E. Island.	New Brunswick.	Quebec.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
1	Intercolonial Railway .....	20,272 72	16,539 82	117,746 76	1,909,995 12
2	Prince Edward Island Railway.....				
3	Pacific Railway .....				522 00
4	Côteau Landing Railway Bridge.....				675,697 32
5	Canals .....	80,120 54			
	Total, Railways and Canals .....	100,393 26	16,539 82	117,746 76	2,586,214 44
6	Public Buildings .....	3,648 16		266,261 11	77,375 93
7	Harbours and Breakwaters.....	23,437 13	27,141 37	29,206 34	17,323 93
8	Improvements of Rivers .....	18,771 46		14,763 11	18,653 07
9	Dredges .....				11,484 00
10	Slides and Booms .....				899 09
11	Roads and Bridges .....				5,241 76
12	Telegraph Lines.....	15,695 85			7,797 75
13	Lighthouses .....	7,069 01	6,074 80	4,985 53	
	Total, Public Works .....	68,621 61	33,216 17	315,216 09	138,775 53
	Grand Totals .....	169,014 87	49,755 99	432,962 85	2,724,989 97

1880—

1	Intercolonial Railway .....	93,456 88		115,205 09	400,070 83
2	Pacific Railway .....			520 00	706,101 40
3	Canals .....	69,434 76			
	Total, Railways and Canals .....	162,891 64		115,725 09	1,106,172 23
4	Public Buildings .....	3,604 87	1,800 00	194,143 51	121,859 95
5	Harbours and Breakwaters.....	48,408 42	32,375 06	19,653 67	43,144 52
6	Improvements of Rivers .....	11,207 26		5,109 14	29,297 32
7	Dredges .....				15,221 57
8	Slides and Booms .....				7,187 17
9	Roads and Bridges .....				2,190 77
10	Telegraph Lines.....	16,480 00		14,940 00	160,688 52
11	Lighthouses .....	7,758 36	8,150 05	4,578 52	5,240 76
12	Dominion Steamers .....	9,733 34	9,733 33	9,733 33	9,733 33
	Total, Public Works .....	97,192 25	52,058 44	248,158 17	394,563 91
	Grand Totals.....	260,083 89	52,058 44	363,883 26	1,500,736 14

(a.) Exclusive of \$516,782.20, portion of rolling stock previously charged against Manitoba, but [1886]



1882.

## MENTS OF PUBLIC WORKS.

Expenditure, &amp;c.—Continued.

1880.

Ontario.	Manitoba.	N. W. Territories.	British Columbia.	Miscellaneous.	Total.	Number.
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
.....	.....	.....	.....	.....	2,048,014 60	1
2,157,317 04	1,699,346 71	63,650 07	124,268 90	.....	16,539 82	2
.....	.....	.....	.....	.....	4,044,522 72	3
1,367,548 48	.....	.....	.....	.....	522 00	4
.....	.....	.....	.....	.....	2,123,366 34	5
3,524,865 52	1,699,346 71	63,650 07	124,208 90	.....	8,232,965 48	
75,799 49	5,963 63	3,737 92	128 00	12,430 02	445,344 26	6
30,288 51	.....	.....	9,777 64	.....	137,174 92	7
12,071 75	2,499 63	.....	10,431 00	.....	77,190 02	8
.....	.....	.....	.....	.....	11,972 45	9
488 45	.....	.....	.....	.....	899 09	10
.....	.....	.....	.....	.....	20,937 61	11
13,092 90	204 91	.....	.....	25 34	39,250 24	12
.....	.....	.....	.....	.....	.....	13
131,741 10	8,668 17	3,737 92	20,336 64	12,455 36	732,768 59	
3,656,606 62	1,708,014 88	67,387 99	144,545 54	12,455 36	8,965,734 07	

1881.

.....	.....	.....	.....	.....	608,732 80	1
2,522,536 50	(a) 928,462 55	33,682 97	967,039 71	.....	4,451,721 73	2
1,323,049 78	.....	.....	.....	1,136 84	2,100,242 78	3
3,845,586 28	928,462 55	33,682 97	967,039 71	1,136 84	7,160,697 31	
128,629 85	17,776 33	11,578 16	15,232 77	14,966 15	509,591 59	4
55,292 79	.....	.....	1,233 61	.....	200,108 07	5
3,545 08	19 00	.....	8,916 12	.....	58,093 92	6
.....	.....	.....	.....	.....	15,221 57	7
509 84	.....	.....	.....	.....	7,697 01	8
1,002 36	.....	.....	.....	.....	3,193 13	9
12,798 87	1,381 15	.....	56,328 76	.....	248,437 28	10
.....	.....	.....	8,645 39	114 86	48,667 96	11
.....	.....	.....	.....	.....	38,933 33	12
201,778 79	19,176 48	11,578 16	90,356 65	15,081 01	1,129,943 86	
4,047,365 07	947,639 03	45,261 13	1,057,396 36	16,217 85	8,290,641 17	

now sold to the Canadian Pacific Railway Company.

[1886]

1878—

## CONSTRUCTION AND IMPROVE

No. 10.—STATEMENT of Yearly

1881—

Number.	Works.	Nova Scotia.	P.E. Island.	New Brunswick.	Quebec.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
1	Intercolonial Railway.....	228,853 36	.....	101,175 69	255,539 74
2	Prince Edward Island Railway.....	.....	402 03	.....	.....
3	Pacific Railway.....	.....	.....	.....	957,873 03
4	Canals.....	484 00	.....	.....	.....
	Totals, Railways and Canals....	229,337 36	402 03	101,175 69	1,213,412 77
5	Public Buildings.....	1,849 82	68 06	119,516 09	147,521 12
6	Harbours and Breakwaters.....	69,505 60	33,470 96	30,989 55	72,937 40
7	Improvements of Rivers.....	11,100 04	607 22	6,406 82	41,658 85
8	Dredges.....	3,053 25	.....	3,053 25	280 00
9	Slides and Booms.....	.....	.....	.....	7,936 08
10	Roads and Bridges.....	.....	.....	.....	6,129 35
11	Telegraph Lines.....	34,770 03	.....	.....	15,028 46
12	Lighthouses.....	13,355 83	3,092 75	2,253 80	3,732 01
	Totals, Public Works.....	133,634 57	37,238 99	162,219 51	295,223 27
	Grand Totals.....	362,971 93	37,641 02	263,395 20	1,508,636 04

MEMO.—Deducted from Manitoba expenditure for year 1880-81..... \$ 516,782 20  
do do do 1881-82..... 721,082 73

Total..... \$1,237,864 93

## No. 11.—COMPARATIVE Statement of Yearly Expenditure,

Number.	Province.	1st July, 1867, to 30th June, 1879.	1878.
		\$ cts.	\$ cts.
1	Nova Scotia.....	9,444,758 73	238,412 84
2	Prince Edward Island.....	541,728 64	61,183 08
3	New Brunswick.....	12,816,155 91	436,594 40
4	Quebec.....	12,081,506 30	1,701,403 30
5	Ontario.....	14,669,204 12	3,736,133 59
6	Manitoba.....	2,206,397 53	958,835 99
7	North West Territories.....	1,022,516 02	71,343 44
8	British Columbia.....	1,912,563 59	160,127 97
9	Miscellaneous.....	41,066 66	8,886 99
	Totals.....	54,735,897 53	7,372,921 60

1882.

## MENTS OF PUBLIC WORKS.

Expenditure, &c.—*Concluded.*

1882.

Ontario.	Manitoba.	N.-W. Territories.	British Columbia.	Mis- cellaneous.	Total.	Number.
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
.....	.....	.....	.....	.....	585,568 79	1
.....	.....	.....	.....	.....	401 03	2
1,657,440 01	.....	1,750,937 82	1,697,480 16	.....	25,105,857 99	3
704,301 38	.....	.....	.....	7,610 33	1,670,268 74	4
2,361,741 39	.....	1,750,937 82	1,697,480 16	7,610 33	7,362,097 55	
168,610 71	53,723 70	3,025 91	12,085 77	14,947 57	521,248 75	5
118,303 07	223 39	.....	10,770 44	6,083 35	312,283 76	6
6,521 62	4,111 43	714 48	854 90	.....	71,975 36	7
.....	.....	.....	.....	.....	6,386 50	8
5,180 41	.....	.....	.....	.....	13,116 49	9
2,632 89	.....	.....	.....	.....	8,762 24	10
.....	.....	.....	4,709 51	7,254 27	61,762 27	11
13,576 24	4 80	.....	3,238 13	140 71	39,394 27	12
314,824 94	58,063 32	3,740 39	31,658 75	28,425 90	1,065,029 64	
2,676,566 33	58,063 32	1,754,678 21	1,729,138 91	36,036 23	8,427,127 19	

a. Exclusive of \$721,082.73, portion of the \$1,237,864.93 for rolling stock charged against Manitoba in previous years but now sold to the Canadian Pacific Railway Company.

in each Province, from 1st February, 1878, to 30th June, 1882.

Fiscal Year ended 30th June				Total to 30th June, 1882.	Number.
1879.	1880.	1881.	1882.		
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
238,123 09	169,014 87	260,083 89	362,971 93	10,713,365 35	1
72,857 08	49,755 99	52,058 44	37,641 02	815,224 25	2
314,788 42	432,962 85	363,883 26	263,395 20	14,627,780 07	3
1,481,659 12	2,724,989 97	1,500,736 14	1,508,636 04	20,998,930 87	4
3,652,781 55	3,656,606 62	4,047,365 07	2,676,566 33	32,438,667 28	5
446,273 41	1,708,014 88	947,639 03	58,083 32	6,325,224 16	6
16,150 60	67,387 99	45,261 13	1,754,678 21	2,977,337 39	7
89,624 01	144,545 54	1,057,396 36	1,729,138 91	5,093,396 38	8
17,828 15	12,455 36	16,217 85	36,036 23	132,491 24	9
6,330,085 43	8,965,734 07	8,290,641 17	8,427,127 19	94,122,406 99	

O. DIONNE, Accountant.

[1886]



1878—

No. 12.—STATEMENT showing Amounts contributed by Municipalities, &c., towards  
and following Statements, from

Number.	Name of Work.	Expenditure from 1st July, 1867, to 30th June, 1877.	1878.		
		\$	cts.	\$	cts.
PUBLIC BUILDINGS—					
1	Quebec Citadel "Cliff" (Corporation of the City of Quebec)	.....	.....	.....	.....
2	do Fortifications (Her Majesty the Queen's Gift).....	.....	.....	.....	.....
3	Ottawa Drill Shed (Corporation of the City of Ottawa)....	.....	.....	.....	.....
Totals, Public Buildings.....		.....	.....	.....	.....
HARBOURS—					
4	Bayfield (Municipality of Stanley).....	10,000 00	.....	.....	.....
5	Cobourg (Commissioners, Harbour Trust, Cobourg).....	25,507 49	.....	.....	.....
6	Collingwood (Northern Railway Co.).....	28,268 26	.....	.....	.....
7	Goderich (Municipality, Township of Goderich).....	10,000 00	.....	.....	.....
8	Meaford (do St. Vincent).....	10,000 00	.....	.....	.....
9	Rondeau (County Council, Kent).....	.....	.....	.....	.....
Totals, Harbours.....		83,775 75	.....	.....	.....
RIVERS—					
10	Napanee, Ontario.....	5,000 00	.....	.....	.....
11	Salmon, Ontario.....	2,400 00	.....	.....	.....
Totals, Rivers.....		7,400 00	.....	.....	.....
ROADS AND BRIDGES—					
12	Portage du Fort Bridge (Grant, Ontario Government)....	5,500 00	.....	.....	.....
Grand Totals.....		96,675 75	.....	.....	.....

1882.

the CONSTRUCTION, &c., of the undermentioned Works, and included in previous 1st July, 1867, to 30 June, 1882.

Year ended 30th June.								Total for 15 Years ended 30th June 1882.	Number.
1879.		1880.		1881.		1882.			
II.	\$ cts.	II.	\$ cts.	II.	\$ cts.		\$ cts.	\$ cts.	
.....	.....	.....	.....	247	2,500 00	.....	.....	2,500 00	1
.....	.....	.....	.....	246	2,433 33	.....	.....	2,433 33	2
276	2,050 00	228	2,950 00	.....	.....	.....	.....	5,000 00	3
.....	2,050 00	.....	2,950 00	.....	4,933 33	.....	.....	9,933 33	
.....	.....	.....	.....	.....	.....	.....	.....	10,000 00	4
.....	.....	.....	.....	.....	.....	.....	.....	25,507 49	5
.....	.....	.....	.....	.....	.....	.....	.....	28,268 26	6
.....	.....	.....	.....	.....	.....	.....	.....	10,000 00	7
.....	.....	.....	.....	.....	.....	.....	.....	10,000 00	8
.....	.....	.....	.....	.....	.....	274	300 00	300 00	9
.....	.....	.....	.....	.....	.....	.....	300 00	81,075 75	
.....	.....	.....	.....	.....	.....	.....	.....	5,000 00	10
.....	.....	.....	.....	.....	.....	.....	.....	2,400 00	11
.....	.....	.....	.....	.....	.....	.....	.....	7,400 00	
.....	.....	.....	.....	.....	.....	.....	.....	5,500 00	12
.....	2,050 00	.....	2,950 00	.....	4,933 33	.....	300 00	106,909 08	

O. DIONNE,  
Accountant.

1867—

## CONSTRUCTION AND IMPROVE

NO. 13.—ABSTRACT Statement of Expenditure from 1st

Number.	Works.	ENTERED CON- FEDERATION.		New Brunswick.
		Nova Scotia.	1st July, 1873.	
			P.E. Island.	
		\$ cts.	\$ cts.	\$ cts.
1	Intercolonial Railway.....	6,637,722 09	.....	11,475,280 99
2	Nova Scotia and New Brunswick Railways.....	1,801,461 89	.....	824,689 28
3	Prince Edward Island Railway.....	.....	252,255 49	.....
4	Pacific Railway.....	.....	.....	.....
5	Côteau Landing Railway Bridge.....	.....	.....	.....
6	Canals.....	496,797 80	.....	44,387 53
	Totals, Railways and Canals .....	8,935,981 78	352,255 49	12,344,357 80
7	Public Buildings.....	164,110 00	75,253 68	1,248,672 00
8	Harbours and Breakwaters.....	902,491 69	229,246 72	588,938 80
9	Improvements of Rivers.....	79,869 38	36,704 18	119,769 06
10	Dredges.....	120,044 65	23,582 07	105,044 66
11	Slides and Booms.....	.....	.....	2,368 34
12	Roads and Bridges.....	66,945 88	.....	14,940 00
13	Telegraph Lines.....	397,359 30	51,619 45	157,126 75
14	Lighthouses.....	46,562 67	46,562 66	46,562 66
15	Dominion Steamers.....	.....	.....	.....
	Totals, Public Works.....	1,777,383 57	462,968 76	2,283,422 27
	Grand Totals.....	10,713,365 35	815,224 25	14,627,780 07

a. Including \$2,210,000.00—Subsidy paid to the Canadian Pacific Railway Company, but exclusive  
b. Exclusive of \$25,974.70—Expenditure now assumed by the Province of Manitoba—For details,  
c. Exclusive of \$670,620.84—Expended through the Department of Railways and Canals and  
d. This amount was expended as follows :— { Through the Public Works Department.....  
  { Through the Marine and Fisheries Department.....

Total.....

*e. Expended through the Department of Marine and Fisheries.*



1882.

## MENTS OF PUBLIC WORKS.

July, 1867 (date of Confederation), to 30th June, 1882.

Quebec.	Ontario.	ENTERED CONFEDERATION.			Mis- cellaneous, not apportioned to any Province.	Total,	Number.
		15th July, 1870.		20th July, 1871.			
		Manitoba.	N.-W. Territories.	British Columbia.			
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
8,351,014 34						26,464,017 42	1
						2,626,151 17	2
						352,255 49	3
	13,116,950 42	5,639,395 65	2,715,811 86	4,574,181 61		26,016,339 54	4
522 00						522 00	5
9,353,593 94	13,510,223 68		32,675 65		9,885 67	23,447,564 27	6
17,705,130 28	26,627,174 10	5,639,395 65	2,748,487 51	4,574,181 61	9,885 67	78,936,849 89	
1,736,335 42	3,152,504 17	6300,272 77	228,135 40	260,473 98	104,633 33	67,270,390 75	7
318,505 82	1,607,183 00	223 39		84,494 77	6,083 35	3,737,167 54	8
293,472 67	105,612 77	17,264 96	714 48	32,501 53		686,009 03	9
15,501 57	38,058 37			7,697 96		309,929 28	10
260,810 99	44,289 27					305,110 26	11
84,238 35	691,525 33	366,304 53				1,144,436 55	12
180,958 74		72 00		89,879 49	7,254 27	6360,050 38	13
357,414 36	172,300 27	1,590 86		44,167 04	4,634 62	1,186,212 65	14
46,562 67						186,250 66	15
3,293,800 59	5,811,483 18	685,828 51	228,849 88	519,214 77	122,605 57	15,185,557 10	
20,998,930 87	32,438,657 28	6,325,224 16	2,977,337 39	5,093,396 38	132,491 24	94,122,406 89	

of \$1,786.20 now transferred to "Maintenance and Repairs," Public Works.

see *a* and *b*, statement No. 9 page 32.

included in cost of Pacific Railway.

..... \$ 75,588 51

..... 1,110,624 14

..... \$1,186,212 65O. DIONNE,  
Accountant.

1878—

## No. 14.—EXPENDITURE ON ACCOUNT OF WORKS authorized by Special

Number.	Name of Work.	Amount Authorized.	Expenditure from 1st July, 1867, to 30th June 1877.		1878.	
			\$	cts.	\$	cts.
1	St. Lawrence River, deepening between Quebec and Montreal— 36 Vic., cap. 60 .....\$1,500,000 00 45 do 44..... 280,000 00	1,780,000 00	858,000 00	IX.	130,000 00	
2	Quebec Harbour Improvement— 36 Vic., cap. 62 .....\$1,200,000 00 43 do 17..... 250,000 00 45 do 47 ..... 375,000 00	1,825,000 00	723,000 00	IX.	75,000 00	
3	Lévis Graving Dock— 38 Vic., cap. 56 .....	500,000 00				
4	Esquimalt Graving Dock, B.C.— 37 Vic., cap. 17 } 43 do 15 } .....	250,000 00				
	Totals.....	4,355,000 00	1,581,000 00		205,000 00	

## CONSTRUCTION AND IMPROVE

## No. 15.—STATEMENT showing Expenditure, under the several

Year ended 30th June,	Part and Page in Public Accounts.		Government Expenditure.					
			Capital.		Consolidated Fund.		Total.	
			\$	cts.	\$	cts.	\$	cts.
Up to 30th June, 1877.....	.....	.....	44,753,719	54	9,885,502	24	54,639,221	78
do 1878.....	II	222	6,657,200	36	715,721	24	7,372,921	60
do 1879.....	II	243	5,648,331	66	679,703	77	6,328,035	43
do 1880.....	II	226	8,241,173	98	721,610	09	8,962,784	07
do 1881.....	II	241	7,324,852	89	960,854	95	8,285,707	84
do 1882.....	II	246	7,355,952	49	1,070,874	70	8,426,827	19
			79,981,230	92	14,034,266	99	94,015,497	91

1882.

Acts of Parliament, from 1st July, 1867, to 30th June, 1882.

Year ended 30th June.							Total for 15 years ended 30th June, 1882.	Number.	
1879.		1880.		1881.		1882.			
	\$ cts.		\$ cts.		\$ cts.		\$ cts.	\$ cts	
XIII.	178,000 00	XVII.	140,000 00	.....	.....	XIX.	194,000 00	1,500,000 00	1
XIII.	150,000 00	XVII.	200,000 00	XVII.	202,000 00	XIX.	55,000 00	1,405,000 00	2
XIII.	50,000 00	XVII.	75,000 00	XVII.	175,000 00	XIX.	50,000 00	350,000 00	3
.....	.....	.....	.....	XVII.	9,891 00	XXIII.	37,769 22	47,660 22	4
	378,000 00		415,000 00		386,891 00		336,769 22	3,302,660 22	

MENTS OF PUBLIC WORKS.

headings mentioned, from 1st July, 1877, to 30th June, 1882.

Contributions by Municipalities, &c.	Grand Total.	Remarks.
\$ cts.	\$ cts.	
96,675 75	54,735,897 53	
.....	7,372,921 60	
2,050 00	6,330,085 43	
2,950 00	8,965,734 07	
4,933 33	8,290,641 17	a. Exclusive of \$ 516,782 20, part of refund of next year on account Pacific Railway.
300 00	8,427,127 19	b. do 721,082 73, balance of refund on account Pacific Railway.
106,909 08	94,122,406 99	\$1,237,864 93—See Public Accounts 1881-82, part II, page 245.

O. DIONNE.  
Accountant.



No. 16.—STATEMENT showing amount expended in each Province, under the several headings mentioned, from 1st July, 1867, to 30th June, 1882.

Province.	Government Expenditure.			Contributions by Municipalities, &c.	Grand Total.
	Capital.	Consolidated, Fund.	Total.		
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Nova Scotia.....	8,725,012 29	1,988,353 06	10,713,365 35	.....	10,713,365 35
Prince Edward Island.....	352,255 49	462,968 76	815,224 25	.....	815,224 25
New Brunswick.....	12,225,547 09	2,402,232 98	14,627,780 07	.....	14,627,780 07
Quebec.....	17,603,595 44	3,390,402 10	20,993,997 54	4,933 33	20,998,930 87
Ontario.....	27,956,476 48	4,380,205 05	32,336,681 53	101,975 75	32,438,657 28
Manitoba .....	5,795,675 01	529,549 15	6,325,224 16	.....	6,325,224 16
North-West Territories.....	2,748,487 51	228,849 88	2,977,337 39	.....	2,977,337 39
British Columbia.....	4,574,181 61	519,214 77	5,093,396 38	.....	5,093,396 38
Miscellaneous.....	.....	132,491 24	132,491 24	.....	132,491 24
Totals.....	79,981,230 92	14,034,266 99	94,015,497 91	106,909 08	94,122,406 99

O. D.

# CONSTRUCTION AND IMPROVEMENTS OF PUBLIC WORKS.

No. 17.—~~ABSTRACT~~ STATEMENT of Expenditure on account of Construction and Improvements of Public Works in Canada since their commencement to 30th June, 1882.

1867-1882.

Number.	Name of Work.	Government Expenditure.			Other than Government Expenditure.			Grand Total Ex- penditure up to 30th June, 1887.
		Prior to Con- federation. \$	Since Con- federation. cts.	Total Government Expenditure. \$	Prior to Con- federation. \$	Since Con- federation. cts.	Total Expen- diture other than Government Expenditure. cts.	
1	Railways.	34,146,260 66	55,489,285 62	£9,635,546 28	4,459,661 67	1,500,000 00	89,635,546 28	
2	Canals.	18,797,913 90	23,447,564 27	42,245,478 17	4,459,661 67	1,500,000 00	48,205,142 84	
	Totals, Railways and Canals.....	52,944,174 56	78,936,849 89	131,881,024 45	4,459,661 67	1,500,000 00	137,840,689 12	
3	Public Buildings.....	4,182,460 89	7,260,457 42	11,443,918 31	.....	9,933 33	11,453,851 64	
4	Harbours and Breakwaters.....	a 2,515,696 78	3,653,091 79	6,163,688 57	52,038 67	84,075 75	6,304,802 99	
5	Improvements of Rivers.....	b 236,404 83	678,809 03	715,013 86	.....	7,400 00	722,413 86	
6	Dredges.....	c 135,472 43	309,929 28	445,401 71	.....	.....	445,401 71	
7	Slides and Booms.....	d 1,346,652 67	305,110 26	1,651,762 93	.....	.....	1,651,762 93	
8	Roads and Bridges.....	e 481,654 52	1,138,936 55	1,620,491 07	.....	5,500 00	1,625,991 07	
9	Telegraph Lines.....	f 360,050 38	360,050 38	720,100 76	.....	.....	720,100 76	
10	Lighthouses.....	c 1,635,930 84	1,186,212 65	2,822,203 49	.....	.....	2,822,203 49	
11	Dominion Steamers.....	g 305,734 40	186,250 66	492,035 06	158,456 00	.....	650,491 06	
	Totals, Public Works.	10,690,917 36	15,078,648 02	25,769,565 38	210,494 67	106,909 03	26,086,969 13	
	Grand Totals.....	63,635,091 92	94,015,497 91	157,650,589 83	4,670,159 34	1,606,909 08	163,937,658 25	

<sup>a</sup> Including \$121,736 24 expended by the Provincial Government of Nova Scotia on Harbours, now under the control of the Dominion. See Appendix No. 423, page 1282, Public Works Report, 1867-82.

[illegible]

shows only cost of Lighthouses in Lower and Upper Canada, the cost of Lighthouses in the other Provinces not having been ascertained.

c. Shows only cost of Lighthouses in Lower and Upper Canada, the cost of Lighthouses in the other provinces not being included. See Statement No. 14, page 44.

*Exclusive of \$670,620.64, included in cost of Pacific Railway.*

O. DIONNE, *Accountant.*

1888—

## CONSTRUCTION AND IMPROVEMENTS

## No. 18.—COMPARATIVE STATEMENT of Expendi

Number.	Works.	From 1st July, 1867, to 30th June, 1882.
		\$ cts.
1	Railways.....	55,489,285 62
2	do Subsidies (exclusive of subsidy paid to Can. Pac. Ry. Co.).....	23,447,564 27
3	Canals.....	
4	Road Dyke, along Lake St. Francis.....	
	Totals, Railways and Canals.....	78,936,849 89
5	Public Buildings.....	(1) 7,270,390 75
6	Harbours and Breakwaters.....	3,737,167 54
7	Improvement of Rivers.....	686,009 03
8	Dredges.....	309,929 28
9	Slides and Booms.....	305,110 26
10	Roads and Bridges.....	1,144,438 55
12	Telegraph Lines.....	360,050 38
22	Lighthouses.....	1,186,212 65
13	Dominion Steamers.....	186,250 66
14	Monuments.....	
	Totals, Public Works.....	15,185,557 10
	Grand Totals.....	94,122,406 99

\* Exclusive of \$279,151.48 expended as per following statement, and now assumed by the Province of Manitoba—See "Public Accounts," 1885-86, part ii, page 56.

	Winnipeg.		Total.
	Lieutenant Governor's Residence.	Parliament Building.	
	\$ cts.	\$ cts.	\$ cts.
(1) To 30th June, 1882.....	6,412 87	19,561 83	25,974 70
(2) Year ended 30th June, 1883.....	31,797 12	22,999 66	54,796 78
(3) do do 1884.....	42,423 81	127,916 58	170,340 39
(4) do do 1885.....	8,571 10	19,468 51	28,039 61
	89,204 90	189,946 58	279,151 48
(5) Likely to be assumed by Province of Manitoba, 1886..	120 10	417 56	537 66
	89,325 00	190,364 14	279,689 14
do do 1887...		4,767 33	4,767 33
Totals.....	89,325 00	195,131 47	284,456 47

N.B.—For amounts contributed by municipalities, &c., towards the construction or improvements of public works—See Statement No. 22, page 59.

DEPARTMENT OF PUBLIC WORKS, OTTAWA, 14th April, 1887.

[1886]



1886.

## OF THE PUBLIC WORKS OF CANADA.

ture from 1st July 1867, to 30th June, 1886.

Year ended 30th June.

Year ended 30th June.				Total up to 30th June, 1886.	Number.
1883.	1884.	1885.	1886.		
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
† 11,707,619 02	† 14,013 074 89	11,224,244 54	aa 4,473,446 83	a 96,907,670 90	1
.....	258,000 00	403,245 00	2,701,249 00	3,362,494 00	2
1,857,545 56	§ 1,665,350 72	1,562,919 06	b 1,365,308 82	29,898,688 43	3
.....	.....	4,347 50	4,970 32	9,317 82	4
13,565,164 58	15,936,425 61	13,194,756 10	8,544,974 97	130,178,171 15	
(2) 620,463 30	(3) 1,122,154 44	(4) 1,012,531 66	(5) 1,123,009 33	* 11,148,549 48	5
586,633 72	c 1,288,326 66	749,530 35	d 812,182 98	7,173,841 15	6
125,355 42	178,609 30	198,523 69	138,033 16	1,326,530 60	7
13,081 34	115,552 44	21,424 70	12,675 17	472,662 93	8
3,516 38	30,905 28	38,525 99	48,761 02	426,818 93	9
4,066 83	33,985 79	20,108 33	41,038 68	1,243,636 18	10
88,149 74	49,304 16	49,973 63	33,650 04	581,127 95	11
32,902 32	49,033 55	50,612 06	55,825 53	e 1,374 486 11	12
.....	56,164 71	47,238 03	.....	f 289,653 40	13
1,319 13	783 45	8,294 19	9 15	10,405 92	14
1,475,488 18	2,934,819 68	2,196,662 63	2,265,185 06	24,047,712 65	
15,040,652 76	18,861,245 29	15,391,418 73	10,810,160 03	154,225,883 80	

## REMARKS.

a Including \$24,539,912 87 subsidy paid to the Canadian Pacific Railway Company.

aa Exclusive of... { \$35,836 59, C.P.R. .... } \$37,274.34, now refunded—See "Public Accounts," 1885-86, page lvi. { 1,337.75, Intercol. Ry... }

b Exclusive of \$97.00, Welland Canal, now refunded—See "Public Accounts," 1885-86, page lvi.

c Including \$441,915.98 expenditure on "Esquimalt Graving Dock," now assumed by Government.

d Exclusive of \$35.00 refunds of previous years' expenditure—See "Public Accounts," 1885-86, page lvi.

e This sum was expended as follows:—

Through the Public Works Department.....	\$ 75,588 51
do Marine Department.....	1,298,897 60

Total..... \$ 1,374,486 11

f Expended through the Department of Marine.

† Exclusive of \$18,702.67, C.P.R., now refunded—See "Public Accounts," 1882-83, page xxiv.

† do	{ \$109,601 58 I.O.R. }	\$134,141 83 now refunded	do	1883-84	do	xxxiv.
\$ do	{ 24,540 25 C.P.R. }	1,634 90	do	do	do	do

\$135,776 73

O. DIONNE, Accountant.

1883—

## CONSTRUCTION AND IMPROVEMENTS

## No. 19.—ABSTRACT STATEMENT of Expendi

1882—

Number.	Works.	Nova Scotia.		Prince Edward Island		New Brunswick.		Quebec.	
		\$	cts.	\$	cts.	\$	cts.	\$	cts.
1	Intercolonial Railway .....	411,908	07	.....	.....	474,866	52	729,858	37
2	Pacific Railway .....	.....	.....	.....	.....	.....	.....	.....	.....
3	Prince Edward Island Railway.....	.....	.....	57,186	02	.....	.....	.....	.....
4	Canals.....	.....	.....	.....	.....	.....	.....	1,086,868	56
	Totals, Railways and Canals....	411,908	07	57,186	02	474,866	52	1,816,726	93
5	Public Buildings .....	16,702	24	963	32	72,625	60	140,613	50
6	Harbours and Breakwaters.....	105,972	64	29,881	44	70,037	23	124,924	67
7	Rivers—Improvements of.....	13,135	33	8,439	36	5,641	11	56,638	81
8	Dredges.....	496	25	936	00	6,104	24	1,850	00
9	Slides and Booms.....	.....	.....	.....	.....	.....	.....	f 2,763	28
10	Roads and Bridges.....	.....	.....	.....	.....	.....	.....	3,149	04
11	Telegraph Lines.....	2,521	25	.....	.....	.....	.....	36,179	44
12	Lighthouses.....	9,422	75	1,934	49	1,022	57	9,672	50
13	Monument—Cartier.....	.....	.....	.....	.....	.....	.....	.....	.....
	Totals, Public Works.....	148,250	46	42,154	61	155,430	75	375,791	24
	Grand Totals.....	560,158	53	99,340	63	630,297	27	2,192,518	17

a. Exclusive of \$17,182 15 now refunded.

b. do 1,316 98 do

c. do 203 54 do

Total..... \$18,702 69—See “Public Accounts,” 1882–83, page xxiv.

1886.

## OF PUBLIC WORKS. OF CANADA.

ture for following Fiscal Years.

1883.

Ontario.	Manitoba.	N. W. Territories.	British Columbia	Miscellaneous, not Apportioned to any Province.	Total.	Number.
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
b 2,058,959 92	a 15,879 52	4,138,461 63	c 3,820,498 97	.....	1,616,632 96	1
751,917 19	.....	.....	.....	.....	d 10,033,800 04	2
2,810,877 11	15,879 52	4,138,461 63	3,820,498 97	18,759 81	57,186 02	3
.....	.....	.....	.....	.....	1,857,545 56	4
282,327 17	51,787 49	18,665 67	26,523 30	10,255 01	620,463 30	5
c 243,004 23	42 00	.....	7,349 08	5,422 43	586,633 72	6
19,043 77	13,612 07	5,823 23	3,021 74	.....	125,355 42	7
99 20	.....	.....	3,195 65	.....	13,081 34	8
753 10	.....	.....	.....	.....	3,516 38	9
917 79	.....	.....	.....	.....	4,066 83	10
22,000 00	.....	27,449 05	.....	.....	88,149 74	11
9,782 27	.....	.....	1,005 26	62 48	32,902 32	12
.....	.....	.....	.....	1,319 13	1,319 13	13
578,327 53	65,441 56	51,937 95	41,095 03	17,059 05	1,475,488 18	
3,389,204 64	81,321 08	4,190,399 58	3,861,594 00	35,818 86	15,040,652 76	

d. Including \$5,223,076 60, subsidy to Canadian Pacific Railway Company.

e. do \$15,766 39, amount contributed by Municipalities, &c.  
 f. do 1,600 00 do Canada Pulp Company.

\$17,366 39

[1886]

51



1883—

## CONSTRUCTION AND IMPROVEMENTS

No. 20.—ABSTRACT STATEMENT of Expendi

1883—

Number.	Works.	Nova Scotia.		Prince Edward Island		New Brunswick.		Quebec.	
		\$	cts.	\$	cts.	\$	cts.	\$	cts.
1	Intercolonial Railway.....	191,203	91	.....	.....	482,600	50	731,513	11
2	Eastern Extension Railway.....	1,284,311	97	.....	.....	.....	.....	.....	.....
3	Pacific Railway.....	.....	.....	.....	.....	.....	.....	.....	.....
4	Prince Edward Island Railway.....	.....	.....	130,663	38	.....	.....	.....	.....
5	Railway subsidies.....	.....	.....	.....	.....	.....	.....	176,000	00
6	Canals.....	2,471	40	.....	.....	.....	.....	787,888	67
	Totals, Railways and Canals.....	1,477,987	28	130,663	38	482,660	50	1,695,401	78
7	Public Buildings.....	27,105	43	2,053	03	113,076	97	310,673	66
8	Harbours and Breakwaters.....	88,258	51	28,581	88	83,210	84	151,566	23
9	Improvement of Rivers.....	18,146	65	.....	.....	17,554	66	75,987	40
10	Dredges.....	55	00	.....	.....	55	00	15,664	88
11	Slides and Booms.....	.....	.....	.....	.....	.....	.....	16,677	88
12	Roads and Bridges.....	.....	.....	.....	.....	.....	.....	5,323	35
13	Telegraph Lines.....	2,227	16	.....	.....	1,329	11	22,963	40
14	Lighthouses.....	12,489	35	2,158	60	2,868	70	3,168	48
15	Dominion Steamers.....	14,041	17	14,041	17	14,041	18	14,041	19
16	Monuments.....	.....	.....	.....	.....	.....	.....	.....	.....
	Totals, Public Works.....	162,323	27	46,834	68	232,136	46	616,066	47
	Grand Total.....	1,640,310	55	177,498	06	714,796	96	2,311,468	25

a. Exclusive of \$109,601 58 now refunded—See Public Accounts, 1883-84, page xxxiv.

b. do 24,540 25 do do do

c. Including 7,254,203 27 subsidy paid to Canadian Pacific Railway Company.

d. Exclusive of 1,634 90 now refunded—See Public Accounts, 1883-84, page xxxiv.

e. Including 531 00 security forfeited by contractor.

1886.

## OF PUBLIC WORKS OF CANADA.

ture for the following Fiscal Years.—*Continued.*

1884.

Ontario.	Manitoba.	N. W. Territories.	British Columbia	Miscellaneous, not Apportioned to any Province.	Total.	Number.
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
.....	.....	.....	.....	.....	<i>a</i> 1,405,377 52	1
.....	.....	.....	.....	.....	1,284,311 97	2
<i>b</i> 4,905,727 33	9,864 49	785 21	6,276,344 99	.....	<i>c</i> 11,192,722 02	3
.....	.....	.....	.....	.....	130,663 38	4
32,000 00	50,000 00	.....	.....	.....	258,000 00	5
861,061 01	.....	.....	.....	13,929 64	<i>d</i> 1,665,350 72	6
5,798,788 34	59,864 49	785 21	6,276,344 99	13,929 64	15,936,425 61	
<i>e</i> 467,714 64	62,735 79	51,943 04	33,967 22	<i>f</i> 52,984 66	1,122,154 44	7
<i>g</i> 473,555 89	522 40	.....	<i>h</i> 462,630 81	.....	1,288,326 56	8
26,481 72	14,127 91	14,000 00	12,310 96	.....	178,609 30	9
35,747 24	46,910 81	.....	17,119 51	.....	115,552 44	10
14,227 40	.....	.....	.....	.....	30,905 28	11
<i>i</i> 26,892 91	.....	1,769 53	.....	.....	33,935 79	12
.....	.....	11,926 38	9,057 08	1,801 03	49,304 16	13
18,447 34	.....	.....	9,830 38	70 70	49,033 55	14
.....	.....	.....	.....	.....	56,164 71	15
.....	.....	.....	.....	783 45	783 45	16
1,063,067 14	124,296 91	79,638 95	544,915 96	55,539 84	2,924,819 68	
6,861,855 48	184,161 40	80,424 16	6,821,260 95	69,469 48	18,861,245 29	

*f.* Including \$ 41,999 33 High Commissioner's House, London, England.*g.* do 25,447 30 contributions by municipalities, &c.*h.* do 441,915 98 expenditure, Esquimalt Graving Dock, now assumed by Dominion Government.*i.* do 7,364 62 contributed by Ontario Local Government.

1883—

## CONSTRUCTION AND IMPROVEMENTS

No. 20.—ABSTRACT STATEMENT of Expendi

1884—

Number.	Works.	Nova Scotia.	Prince Edward Island	New Brunswick.	Quebec.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
1	Intercolonial Railway .....	262,378 07	.....	505,977 33	427,007 68
2	Eastern Extension Railway .....	2,055 92	.....	.....	.....
3	Prince Edward Island Railway .....	.....	76,956 56	.....	.....
4	Pacific Railway .....	.....	.....	11,581 14	18,063 45
5	Short Line Railway .....	.....	.....	32,000 00	111,205 00
6	Railway Subsidies .....	.....	.....	.....	414,903 94
7	Canals .....	16,820 15	.....	.....	4,347 50
8	Road Dyke along Lake St. Francis .....	.....	.....	.....	.....
	Totals, Railways and Canals .....	281,254 14	76,956 56	549,558 47	975,527 57
9	Public Buildings .....	67,794 75	22,273 75	96 116 12	c 278,679 64
10	Harbours and Breakwaters .....	58,844 65	72,049 18	d 44,347 08	160,597 27
11	Rivers—Improvements of .....	3,040 38	.....	22,228 58	74,565 65
12	Dredges .....	332 59	.....	332 59	4,950 02
13	Slides and Booms .....	.....	.....	.....	29,864 17
14	Roads and Bridges .....	.....	.....	.....	6,213 81
15	Telegraph Lines .....	.....	.....	4,152 62	26,623 11
16	Lighthouses .....	4,352 42	879 40	7,667 42	4,354 87
17	Dominion Steamers .....	11,809 51	11,809 51	11,809 51	11,809 50
18	Monuments .....	.....	.....	.....	.....
	Totals, Public Works .....	146,174 30	107,011 84	186,653 92	597,658 04
	Grand Totals .....	427,428 44	183,968 40	736,212 39	1,573,185 61

(a). Including \$8,862,201 00 subsidy to Canadian Pacific Railway Company.

(b). do 17,797 62 spent in State of Maine, U.S.

(c). do 703 27 for London High Commissioner's House, England.

[1886]



1886.

## OF PUBLIC WORKS OF CANADA.

ture for following Fiscal Years—*Continued.*

1885.

Ontario.	Manitoba.	N. W. Territories.	British Columbia.	Miscellaneous not Apportioned to any Province.	Total.	Number.
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
.....	.....	.....	.....	.....	1,195,363 08	1
.....	.....	.....	.....	.....	2,055 92	2
.....	.....	.....	.....	.....	76,956 56	3
5,559,686 06	33,732 43	10,640 00	4,296,223 04	.....	a 9,900,281 53	4
.....	.....	.....	.....	.....	49,587 45	5
260,040 00	.....	.....	.....	.....	403,245 00	6
1,131,194 97	.....	.....	.....	.....	1,562,919 06	7
.....	.....	.....	.....	.....	4,347 50	8
6,950,921 03	33,732 43	10,640 00	4,296,223 04	19,942 86	13,194,756 10	
325,213 59	113,052 21	61,692 87	34,291 70	i 13,417 03	1,012,531 66	9
e 349,551 45	988 60	.....	57,544 94	5,607 18	749,530 35	10
60,018 34	19,797 57	6,567 00	12,306 17	.....	198,523 69	11
15,020 40	194 88	.....	70 50	523 72	21,424 70	12
8,661 82	.....	.....	.....	.....	38,525 99	13
f 13,894 52	.....	.....	.....	.....	20,108 33	14
.....	.....	12,343 03	4,027 19	2,827 68	49,973 63	15
27,977 42	.....	.....	5,223 11	57 42	50,512 06	16
.....	.....	.....	.....	.....	47,238 03	17
.....	.....	.....	.....	8,294 19	8,294 19	18
800,337 54	134,033 26	80,602 90	113,463 61	30,727 22	2,196,662 63	
7,751,258 57	167,765 69	91,242 90	4,409,686 65	50,670 08	15,391,418 73	

c, d, e, f, g, h. For amounts contributed by Municipalities, &amp;c.—See Statement No. 22, page 59.

[1886]

55

1883—

## CONSTRUCTION AND IMPROVEMENTS

No. 20—ABSTRACT STATEMENT of Expendi

1885—

Number.	Works.	Nova Scotia.	Prince Edward Island	New Brunswick.	Quebec.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
1	Intercolonial Railway.....	118,551 95	.....	242,775 05	183,631 17
2	Eastern Extension Railway.....	183 79	.....	.....	.....
3	Pacific Railway.....	.....	.....	.....	.....
4	Prince Edward Island Railway—Cape Traverse Branch.....	.....	4,668 33	.....	.....
5	Carleton Branch.....	.....	.....	85,610 69	.....
6	Railway surveys.....	10,531 84	.....	9,085 62	10,349 55
7	Short Line Railway (claims).....	124,678 42	.....	.....	.....
8	Railway subsidies.....	.....	.....	265,600 00	913,059 00
9	Canals.....	2,316 85	.....	.....	494,663 67
10	Road dyke along Lake St. Francis.....	.....	.....	.....	4,970 32
	Totals, Railways and Canals.....	256,262 85	4,668 33	603,071 36	1,606,673 71
11	Public Buildings.....	101,895 23	66 915 99	95,507 42	d 225,333 21
12	Harbours and Breakwaters.....	39,782 41	56,995 40	37,252 30	93,837 69
13	Rivers—Improvements of.....	3,210 92	.....	12,623 81	57,007 44
14	Dredges.....	4,665 93	.....	4,665 92	177 42
15	Slides and Booms.....	.....	.....	.....	45,241 55
16	Roads and Bridges.....	.....	.....	.....	6,240 51
17	Telegraph Lines.....	.....	.....	.....	6,971 28
18	Lighthouses.....	5,905 17	.....	2,421 66	5,877 84
19	Dominion Steamers.....	.....	.....	.....	.....
20	Monument to Jos. Brant.....	.....	.....	.....	.....
	Totals, Public Works.....	155,459 68	123,911 39	152,471 11	440,686 94
	Grand Totals.....	411,722 51	128,579 72	755,542 47	2,047,360 65

a Including \$2,890,427 subsidy paid to Canadian Pacific Railway Co., and exclusive of  
b Expenditure in United States.

c Charged as follows:—Short Line Railway..... \$10,535 96  
Surveys and Inspections..... 7,398 59  
Surveys, Cape Breton and other railways..... 22,828 07

\$40,762 62

d Including \$20,527.40 contributed by City Corporation, Quebec.

1886.

## OF THE PUBLIC WORKS OF CANADA.

ture for following Fiscal Years--*Concluded*.

1886.

Ontario.	Manitoba.	N.-W. Territories.	British Columbia	Miscellaneous not Apportioned to any Province.	Total.	Number.
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
.....	.....	.....	.....	.....	544,958 17	1
.....	.....	.....	.....	.....	183 79	2
560,855 48	106,745 24	.....	3,004,984 09	.....	a 3,672,584 81	3
.....	.....	.....	.....	.....	4,668 33	4
.....	.....	.....	.....	.....	85,610 69	5
.....	.....	.....	.....	b 10,795 61	c 40,762 62	6
.....	.....	.....	.....	.....	124,678 42	7
1,100,070 00	.....	.....	422,510 00	.....	2,701,249 00	8
868,328 30	.....	.....	.....	.....	1,365,308 82	9
.....	.....	.....	.....	.....	4,970 32	10
2,529,253 78	106,745 24	.....	3,427,504 09	10,795 61	8,544,974 97	
384,409 57	e 129,414 98	92,410 31	14,382 82	12,719 80	1,123,009 33	11
f 208,762 98	.....	.....	375,552 20	.....	817,184 98	12
37,618 66	11,915 69	6,515 92	9,140 72	.....	138,033 16	13
1,720 00	.....	.....	50 00	1,395 90	12,675 17	14
3,519 47	.....	.....	.....	.....	48,761 02	15
24,443 77	10,204 40	150 00	.....	.....	41,038 68	16
1,868,86	.....	24,809 90	.....	.....	30,650 04	17
36,678 16	.....	.....	4,898 45	44 25	55,825 53	18
.....	.....	.....	.....	.....	.....	19
.....	.....	.....	.....	9 15	9 15	20
699,021 47	151,535 07	123,906 13	404,024 19	14,169 10	2,265,185 06	
3,228,275 25	258,280 31	123,906 13	3,831,528 28	24,864 71	10,810,160 03	

\$35,936.59 refunds of previous years expenditure. See Public Accounts, 1885-86, page lvi.

e Including \$3,004 73 contributed by Winnipeg City Corporation.

f Including \$25,000 00 contributed by Municipality of Port Arthur.  
1,954 71 do do Port Elgin.

\$26,954 71



## CONSTRUCTION AND IMPROVEMENTS OF PUBLIC WORKS.

No. 21.—COMPARATIVE STATEMENT of Yearly Expenditure, in each Province, from 1st July, 1883, to 30th June, 1886.

	1st July, 1867, to 30th June, 1882.	Fiscal year ended 30th June,						Total up to 30th June, 1886.
		1883.		1884.		1885.		
		\$	cts.	\$	cts.	\$	cts.	
Nova Scotia.....	10,713,365 35	560,158	53	1,640,310	55	427,428	44	13,752,985 38
Prince Edward Island .....	815,224 25	99,340	63	177,498	06	183,968	40	1,404,611 06
New Brunswick .....	14,627,780 07	630,297	27	714,795	96	736,212	39	17,464,629 16
Quebec .....	20,998,930 87	2,192,518	17	2,311,468	25	1,573,185	61	29,123,463 55
Ontario .....	32,438,657 28	3,359,204	64	6,861,855	48	7,751,268	57	53,669,251 22
Manitoba.....	6,325,324 16	81,321	08	184,161	40	167,765	69	7,016,752 64
North-West Territories.....	2,977,337 39	4,190 399	58	80,424	16	91,242	90	7,463,310 16
British Columbia .....	5,093,396 38	3,831,594	00	6,821,260	95	4,409,686	65	24,017,466 26
Miscellaneous .....	132,491 24	35,818	86	69,469	48	50,670	08	313,414 37
Totals .....	94,122,406 99	15,040,652	76	18,861,245	29	15,391,418	73	154,225,883 80

O. DIONNE,  
*Accountant.*

WORKS AND BUILDINGS CONTINUED BY MUNICIPALITIES, &c., TOWARDS THE CONSTRUCTION, &c., OF THE UNDERMENTIONED WORKS, AND INCLUDED IN PREVIOUS AND FOLLOWING STATEMENTS.

Number.	Works.	From 1st July, 1867, to 30th June, 1882.	Fiscal Year ended 30th June,						Total to 30th June, 1886.	Number.	
			1883.		1884.		1885.				
			IL.	\$	cts.	IL.	\$	cts.	*II.	\$	cts.
1	Public Buildings—	2,500 00									
2	Quebec Citadel "Cliff"....	2,500 00									2,500 00
3	do Drill Shed.....	2,433 33							239	20,527 40	26,085 60
4	do Fortifications .....	5,000 00									2,433 33
5	Ottawa Drill Shed .....										5,000 00
6	Sarnia Immigrant Shed. ...				117 00						117 00
7	Winnipeg Drill Shed.....				414 00				256	3,004 73	7,030 00
	do Post Office.....										414 00
	Totals, Public Buildings.	9,933 33			531 00			9,583 47		23,532 13	43,579 93
8	Harbours and Breakwaters—										
9	St. John Harbour, N.B. ....	10,000 00				323	1,751 97				1,751 97
10	Bayfield do Ont .....					XXXIX	3,154 50				10,000 00
11	Belleville do do .....										3,154 50
12	Cobourg do do .....	25,507 49				318	450 00				25,957 49
13	Collingwood do do .....	28,268 26									28,268 26
14	Goderich do do .....	10,000 00									10,000 00
15	L'Original Wharf do do .....					322	1,000 00				1,000 00
16	Meaford Harbour do do .....	10,000 00				321	1,768 03				10,000 00
17	Morpeth do do .....					321	917 44	XXXIX		2,434 24	4,202 27
18	Newcastle do do .....		XXXI	13,000 00				1,582 56			2,500 00
19	Owen Sound do do .....		294								13,000 00
20	Port Arthur do do .....								228	25,000 00	25,000 00
21	Port Elgin do do .....					319	736 80		313	1,954 71	5,000 00
22	Rondeau do do .....	300 00									300 00
23	Thornbury do do .....		316	2,766 39		323	4,233 61				7,000 00
	Warton do do .....					317	16,341 42	XXXIX		4,658 58	21,000 00
	Totals, Harbours, &c.....	84,075 75			15,766 39		25,447 30			15,890 34	168,134 49
24	Rivers—										
	Napanee.....	5,000 00								26 954 71	5,000 00

No. 22.—STATEMENT showing amounts contributed by Municipalities, &c., towards the CONSTRUCTION, &c., of the undermentioned Works, and included in previous and following Statements—*Concluded.*

Number.	Works.	From 1st July, 1867, to 30th June, 1882.	Fiscal Year ended 30th June,								Total to 30th June, 1886.	Number.
			1883.		1884.		1885.		1886.			
		\$ cts.	II.	\$ cts.	II.	\$ cts.	II.	\$ cts.	*II.	\$ cts.	\$ cts.	
25	Thames .....	2,400 00	.....	.....	.....	.....	.....	.....	.....	2,400 00	25	
	Totals, Rivers ..	7,400 00	.....	.....	.....	.....	.....	.....	.....	7,400 00		
26	Slides and Booms— St. Maurice Slides.....	.....	311	1,600 00	.....	.....	.....	.....	.....	1,600 00	26	
27	Bridges— Des Joachims Bridge .....	.....	.....	.....	343	7,364 62	336	635 38	.....	8,000 00	27	
28	Portage du Fort Bridge....	5,500 00	.....	.....	.....	.....	.....	.....	.....	5,500 00	28	
	Totals, Bridges .....	5,500 00	.....	.....	.....	7,364 62	.....	635 38	.....	13,500 00		
	Grand Totals .....	106,909 08	.....	17,366 39	.....	33,342 92	.....	26,109 19	.....	50,486 84	234,214 42	

1886

a. Her Majesty the Queen's gift. b. Security deposits forfeited by Contractors. \* Part and page in Auditor General's Report.

O. DIONNE,  
Accountant.

DEPARTMENT OF PUBLIC WORKS,  
OTTAWA, 9th April, 1887.



Number.	Name of Work.	Amount Authorized.	Expenditure from 1st July, 1867, to 30th June, 1882.	Fiscal Year ended 30th June,						Total to 30th June, 1886.	Number.		
				1883.	1884.	1885.	1886.						
1	St. Lawrence River—Deepening between Quebec and Montreal— 36 Vic., cap. 60 .....\$1,500,000 45 do 44.....280,000 46 do 38 .....900,000	2,680,000	1,500,000	xiii.	280 000	x'xv.	110,000	x'xvii.	300,000	lvii.	149,504 10	2,339,504 10	1
2	Quebec Harbour Improvement— 36 Vic., cap. 62 .....\$1,200,000 43 do 17 .....250,000 45 do 47 .....375,000 47 do 9 .....300,000 49 do 19 .....750,000	2,875,000	1,405,000	xiii.	66 540	xxxv.	200,529	xxxvii.	282,931	lvii.	434,493 85	2,389,493 85	2
3	Lévis Graving Dock— 38 Vic., cap. 56 .....\$ 500,000 46 do 40 .....100,000 47 do 10 .....150,000	750,000	350,000	xiii.	75,000	xxxv.	137,000	xxxvii.	110,000	lvii.	52,000 00	724,000 00	3
4	Three Rivers Harbour— 48, 49 Vic., cap. 76. ....	82,000	.....	.....	421,540	.....	*417 559	.....	692,931	lvii.	81,557 97	81,557 97	4
	Totals.	6,387,000	3,255,000	.....	.....	.....	.....	.....	.....	.....	717,555 92	5,534,555 92	

\*N.B.—The expenditure on account "Esquimalt Graving Dock" (\$441,915.98) is now included in cost of Harbours, British Columbia, the works having been assumed by the Dominion Government under authority of 47 Vic., cap. 6, sec. 10; also of O. C. (No. 47,350) dated 19th May, 1884.

O. DIONNE,  
Accountant.

DEPARTMENT OF PUBLIC WORKS,  
OTTAWA, 9th April, 1887.

1867—

## CONSTRUCTION AND IMPROVEMENTS

## No. 24.—ABSTRACT STATEMENT of Expenditure from 1st

Number.	Works.	Nova Scotia.	Entered Confederation.	New Brunswick.	Quebec.
			1st July, 1873  P. E. Island.		
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
1	Intercolonial Railway .....	7,621,764 09	.....	13,181,560 39	10,423,024 67
2	Nova Scotia and New Brunswick Railways .....	1,801,461 89	.....	824,689 28	.....
3	Eastern Extension Railway .....	1,286,551 68	.....	14,215 13	20,697 44
4	Short Line Railway .....	127,312 41	.....	.....	.....
5	Prince Edward Island Railway .....	.....	621,729 78	.....	.....
6	Pacific Railway .....	.....	.....	.....	522 00
7	Côteau Landing Railway Bridge .....	.....	.....	85,610 69	.....
8	Carleton Branch .....	7,897 85	.....	6,451 63	7,715 56
9	Railway surveys .....	.....	.....	297,600 00	1,200,264 00
10	do subsidies .....	518,406 20	.....	44,387 53	12,137,918 78
11	Canals .....	.....	.....	.....	9,317 82
12	Road Dyke along Lake St. Francis .....	.....	.....	.....	.....
	Totals, Railways and Canals .....	11,363,394 12	621,729 78	14,454,514 65	23,799,460 27
13	Public Buildings .....	377,607 65	167,459 77	1,625,998 11	2,691,635 43
14	Harbours and Breakwaters .....	1,195,549 90	416,754 62	823,786 25	849,431 68
15	Rivers—Improvements of .....	117,402 66	45,143 54	177,817 22	557,671 97
16	Dredges .....	125,594 42	24,518 07	116,202 41	38,143 89
17	Slides and Booms .....	.....	.....	.....	355,357 87
18	Roads and Bridges .....	.....	.....	2,368 34	105,165 06
19	Telegraph Lines .....	71,694 29	.....	20,421 73	273,695 97
20	Lighthouses .....	429,628 99	56,591 94	171,107 10	380,488 05
21	Dominion Steamers .....	72,413 35	72,413 34	72,413 35	72,413 36
22	Monuments .....	.....	.....	.....	.....
	Totals, Public Works .....	2,289,591 26	782,881 28	3,010,114 51	5,324,003 28
	Grand Totals .....	13,752,985 38	1,404,611 06	17,464,629 16	29,123,463 55

N.B.—For amounts contributed by municipalities, &c., towards the construction or improvements of Public Works, see Statement No. , page .

a Including \$20,431.61 spent in Maine, U.S.

b do 196,292.36 expenditure on account "Cape Traverse Branch," viz : 1882-3. \$ 484 00  
 1883-4. 120,745 94  
 1884-5. 70,394 09  
 1885-6. 4,668 33

Total ..... \$196,292 36

c Including \$24,539,912.87 subsidy paid to the Canadian Pacific Railway Co.  
 d Spent in U.S.

## DEPARTMENT OF PUBLIC WORKS.

1886.

## OF THE PUBLIC WORKS OF CANADA.

July, 1867 (date of Confederation), to the 30th June, 1886.

Ontario.	Entered Confederation.			Miscellaneous, not apportioned to any of the Provinces.	Total up to 30th June, 1886.	Number.
	15th July, 1870.		20th July, 1871.			
	Manitoba.	North-West Territories.	British Columbia.			
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
					31,226,349 15	1
					2,626,151 17	2
					1,286,551 68	3
				a 22,576 85	184,801 83	4
26,202,179 21	5,805,617 33	6,865,698 70	21,972,232 70		b 621,729 78	5
					c 60,845,727 94	6
					522 00	7
					85,610 69	8
1,392,110 00	50,000 00		422,520 00	d 8,161 62	30,226 66	9
17,122,725 15		32,675 65		42,575 12	3,362,494 00	10
					29,898,688 43	11
					9,317 82	12
44,717,014 36	5,855,617 33	6,898,374 35	22,394,752 70	73,313 59	130,178,171 15	
4,612,169 14	e 657,263 24	452,867 29	369,639 02	193,909 83	e 11,148,549 48	13
2,882,057 55	1,776 39		987,571 80	17,112 96	7,173,841 15	14
248,775 26	76,818 20	33,620 63	69,281 12		1,326,530 60	15
91,045 21	47,105 69		28,133 62	1,919 62	472,662 93	16
71,461 06					426,818 93	17
757,674 32	376,508 93	1,919 53			1,243,636 18	18
23,868 86	72 00	76,528 36	102,963 76	11,882 98	581,127 95	19
285,185 46	1,590 86		65,124 24	4,869 47	f 1,374,486 11	20
					g 289,653 40	21
				10,405 92	h 10,405 92	22
8,952,236 86	1,161,135 31	564,935 81	1,622,713 56	240,100 78	24,047,712 65	
53,669,251 22	7,016,752 64	7,463,310 16	24,017,466 26	313,414 37	154,225,883 80	

e Exclusive of \$279,689 14, assumed or to be assumed by the Provincial Government of Manitoba.  
or details, See Statement No. 11, page

f Expended: { Through Department of Public Works. . . . . \$ 75,588 61  
do do Marine and Fisheries. . . . . 1,298,897 60

\$1,374,486 11

g Expended through the Department of Marine.

h Cartier Monument. . . . . \$10,346 77  
Brant do . . . . . 59 15

\$10,405 92

O. DIONNE,  
Accountant.

[1886]



1867—

## CONSTRUCTION AND IMPROVE

No. 25.—STATEMENT showing Expenditure, under the

Year ended 30th June	Part and Page in Public Accounts.		GOVERNMENT EXPENDITURE.			Contributions by Municipalities.
			Capital.	Consolidated Fund.	Total.	
			\$ cts.	\$ cts.	\$ cts.	\$ cts.
Up to 1882 ....	.....	.....	79,981,230 92	14,034,266 99	94,015,497 91	106,909 08
1883 ....	II	257	a 13,590,489 99	1,432,796 38	15,023,286 37	17,366 39
1884 ....	II	249-278	b 16,081,746 51	2,746,155 86	18,827,902 37	33,342 92
1885 ....	II	259-289	12,911,172 30	2,454,137 24	15,365,309 54	26,109 19
1886 ....	.....	lix	c 6,345,746 73	4,413,926 46	10,759,673 19	50,486 84
			128,910,386 45	25,031,282 93	153,941,669 38	234,214 42

No. 26.—STATEMENT showing Amount Expended in each Province, under

PROVINCE.	GOVERNMENT EXPENDITURE.		
	Capital.	Consolidated Fund.	Total.
	\$ cts.	\$ cts.	\$ cts.
Nova Scotia .....	11,144,526 78	2,608,458 60	13,752,985 38
Prince Edward Island .....	621,729 78	782,581 23	1,404,311 06
New Brunswick .....	14,038,093 86	3,424,783 33	17,462,877 19
Quebec .....	22,326,416 60	6,764,428 02	29,090,844 62
Ontario .....	45,012,238 26	8,434,613 44	53,446,851 70
Manitoba .....	5,961,896 69	1,047,411 95	7,009,308 64
North-West Territories .....	6,929,599 40	533,710 76	7,463,310 16
British Columbia .....	22,823,308 23	1,194,158 03	24,017,466 26
Miscellaneous .....	*22,576 85	290,837 52	313,414 37
	128,910,386 45	25,081,282 93	153,991,669 38

\* \$20,431.61 of above amount was spent in State of Maine, U.S., on account Short Line Railway.

1886.

## MENT OF PUBLIC WORKS.

several headings mentioned, from 1st July, 1882, to 30th June, 1886.

Grand Total.	
\$ cts.	
94,122,406 89	
15,040,652 76	
18,861,245 29	
15,391,418 73	
10,810,160 03	
154,225,883 80	

a. Exclusive of \$18,702.67, refund of previous years' expenditure, Pacific Railway.  
 b. do \*135,776.73 do do but including †\$441,915.98,  
 expenditure on account of Esquimalt Graving Dock, now assumed by the Dom'n.  
 c. Exclusive of \$37,406.34, refunds of previous years' expenditure—See Public  
 Accounts, page lvi.

\* See Public Accounts, 1883-84, pages xxiv and xxxvi.  
 † do do xxiv.

the several headings mentioned, from 1st July, 1867, to 30th June, 1886.

Contributions by Municipalities, &c.	Grand Total.	
\$ cts.	\$ cts.	
.....	13,752,985 38	
.....	1,404,611 06	
1,751 97	17,461,629 16	
32,618 93	29,123,463 55	
192,399 52	53,669,251 22	
7,444 00	7,016,752 64	
.....	7,463,310 16	
.....	24,017,466 26	
.....	313,414 37	
234,214 42	154,225,883 80	

O. D.

66 No. 27.—ABSTRACT STATEMENT of Expenditure on CONSTRUCTION and IMPROVEMENT of the PUBLIC WORKS of Canada, since their commencement, to 30th June, 1886.

Number.	Name of Work.	Government Expenditure.			Other than Government Expenditure.			Grand Total Expenditure up to 30th June, 1886.	
		Prior to Confederation.	Since Confederation.	Total Government Expenditure.	Prior to Confederation.	Since Confederation.	Total Expenditure other than Government Expenditure.		
		\$	cts.	\$	cts.	\$	cts.	\$	cts.
1	Railways.....	34,146,260	66	d 96,907,670	90	131,053,931	56	131,053,931	56
2	Canals.....	18,797,913	90	29,998,006	25	48,705,920	15	55,505,083	92
	Totals, Railways and Canals....	52,944,174	56	126,815,677	15	179,759,851	71	186,559,020	48
3	Public Buildings.....	4,183,460	89	11,148,549	48	15,332,010	37	15,375,590	30
4	Harbours and Breakwaters.....	a 2,515,596	78	7,173,841	15	9,689,437	93	9,909,611	09
5	Improvement of Rivers.....	b 36,404	83	1,326,530	60	1,332,935	43	1,370,335	43
6	Dredges.....	135,472	43	472,662	93	608,135	36	608,135	36
7	Slides and Booms.....	1,316,652	67	426,818	93	1,773,471	60	1,775,071	60
8	Roads and Bridges.....	481,554	52	1,243,636	18	1,725,190	70	1,738,690	70
9	Telegraph Lines.....	.....	.....	f 581,127	95	581,127	95	581,127	95
10	Lighthouses.....	c 1,685,990	84	1,374,486	11	3,060,476	95	3,060,476	95
11	Dominion Steamers.....	305,784	40	289,633	40	595,437	80	753,893	80
12	Monuments.....	.....	.....	10,405	92	10,405	92	10,405	92
	Totals, Public Works.....	10,690,917	36	24,047,712	65	34,738,630	01	444,709	09
	Grand Totals.....	63,635,091	92	d 150,863,389	80	214,498,481	72	7,243,877	86
						2,573,718	52	221,742,359	58

a. Including \$121,736 24 expended by the Provincial Government of Nova Scotia on Harbours *now* under the control of the Dominion Government.

b. do do Rivers

\$129,789 74

c. Shows only cost of Lighthouses in Lower and Upper Canada, the cost of Lighthouses in the other Provinces not having been ascertained.

d. Exclusive of Subsidies paid to Railway Companies other than the Canadian Pacific Railway Company, and amounting to \$3,362,494.00.

e. Amount expended by the Montreal Harbour Commissioners in deepening Lake St. Peter. See Statement No. 22, page 60.

f. Exclusive of \$670,620.64, paid by the Department of Railways and Canals, and included in cost of Pacific Railway.

O. DIONNE, Accountant.

DEPARTMENT OF PUBLIC WORKS, OTTAWA, 9th April, 1887.



## OTTAWA PARLIAMENT AND DEPARTMENTAL BUILDINGS.

No. 28.—DETAILED Statement of Expenditure for Construction, since the commencement of above Buildings (1859), to 30th June, 1886.

	Prior to Confederation	Since Confederation	Total.	Grand Total.
	\$ cts	\$ cts.	\$ cts	\$ cts.
PARLIAMENT BUILDINGS .....	1,419,355 68	91,188 89	1,510,544 57	
Library .....		301,812 45	301,812 45	
Main Tower (completion) .....		24,500 25	a 2,500 25	
Fire and water service, $\frac{1}{2}$ cost .....		36,206 55	36,206 55	
Exit from galleries .....		4,999 99	4,999 99	
Pump house .....		1,600 99	1,600 99	
Telephonic service, $\frac{1}{2}$ cost .....		2,054 11	2,054 11	
Ventilation .....		5,214 72	5,214 72	
P. O. alterations, House of Commons .....		1,361 00	1,361 00	
Electric light .....		7,887 39	7,887 39	
Renewals, &c. ....		2,425 70	2,425 70	
Totals .....	1,419,355 68	479,252 04		1,898,607 72
EASTERN BLOCK .....	641,036 37	17,470 07	658,506 44	
Attics .....		10,516 60	10,516 60	
Fire and water service, $\frac{1}{2}$ cost .....		18,104 85	18,104 85	
Alterations and additions .....		10,997 59*	10,997 59	
Vault (completion of) .....		12,878 02	12,878 02	
Telephonic service, $\frac{1}{2}$ cost .....		1,027 05	1,027 05	
Totals .....	641,036 37	70,994 18		712,030 55
WESTERN BLOCK .....	641,036 38	17,470 07	658,506 45	
Extension .....		462,247 11	462,247 11	
Fire and water service, proportion of cost .....		17,721 23	17,721 23	
Alterations and additions .....		11,381 23	11,381 23	
Telephonic service, $\frac{1}{2}$ cost .....		1,027 06	1,027 06	
Totals .....	641,036 38	509,846 69		1,150,883 07
WELLINGTON STREET BLOCK—				
Site—Purchase, interest, legal services, &c. ....		91,195 52	91,195 52	
Drains—Wellington and Bank streets .....		6,348 00	6,348 00	
Masonry work .....		140,060 00	140,060 00	
Iron joists .....		9,860 00	9,860 00	
Miscellaneous expenditure .....		25,704 41	25,704 41	
Totals .....		273,167 93		273,167 93
GROUNDS—For details, see Appendix No. 28, Public Works Report, 1883-84, p. 45	22,565 50	375,965 01		398,530 51
WORKSHOPS (now Supreme Court) .....		50,232 69	50,232 69	b 50,232 69
Sheds, drying house, &c. ....		1,657 45	1,657 45	1,657 45
Grand Totals .....	2,723,993 93	1,761,115 99		4,485,109 92

a. Including \$752 63 for the tower bell; also \$2,737 83 for clock.

b. Apart from this amount, a sum of \$13,979 70 (see App. 43, page 1192 of General Report on Public Works, 1887 to 1888) was expended for the conversion of the workshops into Supreme Court, making a total outlay of \$64,212 39 on that building.

N.B.—The above expenditure is charged as follows, viz. :—

Against "Capital" (exclusive of \$12,379 20 charged to Supreme Court") .....	\$4,361,479 62
do "Consolidated Fund" .....	123,630 30
	<u>\$4,485,109 92</u>



PART II.

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EXPENDITURE

ON ACCOUNT

MAINTENANCE AND REPAIRS

OF THE

PUBLIC WORKS OF CANADA.

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**MAINTENANCE AND REPAIRS OF**  
**No. 1.—COMPARATIVE STATEMENT of Expenditure**

Number.	Works.	Year ended				
		1868.	1869.	1870.	1871.	1872.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
1	Railways .....	359,961 08	387,548 47	445,208 75	442,993 31	595,076 22
2	Canals .....	246,221 14	261,965 18	301,486 69	302,383 35	302,240 72
	Totals, Railways and Canals	606,182 22	649,513 65	746,695 44	745,376 66	897,316 94
3	Public Buildings .....	44,234 23	65,384 05	69,051 01	76,130 17	121,811 78
4	Dredging (not apportioned) ...	6 827 72				
5	Slides and Booms .....	50,525 35	49,095 12	61,090 30	71,919 11	74,532 45
6	Roads and Bridges .....					
7	Telegraph Lines .....					
	Miscellaneous, viz. :—					
8	Surveys .....	6,305 66	8,367 52	7,853 03	16 918 85	12,437 29
9	Arbitrations .....	2,416 66	1,000 00	7,489 78	5,563 80	4,329 90
10	Tug service between Mon- treal and Kingston. ....	12,000 00	12,000 00	12,000 00	12,000 00	12,188 97
11	Agent and Contingencies, B C .....					
12	Sundries .....					1,264 07
	Totals, Public Works .....	122,309 62	135,846 69	157,484 12	182,531 93	226,564 46
	Grand Totals .....	728,491 84	785,360 34	904,179 56	927,908 59	1,123,881 40

*a.* Exclusive of \$10,718.24 expended on buildings since transferred to Local Governments. For details, see "Memo." at page 22.

PUBLIC WORKS OF CANADA.

from 1st July, 1867, to 30th June, 1877.

30th June.					Total up to 30th June, 1877.	Number.
1873.	1874.	1875.	1876.	1877.		
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
1,011,892 60	1,847,925 24	1,581,934 24	1,497,128 22	1,890,268 80	10,059,936 93	1
368,341 42	414,771 00	401,877 23	404,907 40	350,926 19	3,353,120 32	2
1,390,234 02	2,262,696 24	1,983,811 47	1,900,035 62	2,241,194 99	13,413,057 25	
187,820 75	259,788 91	277,199 58	243,022 19	246,223 64	1,590,663 31	3
4,323 49	16,169 35	2,213 22	1,322 01	7,973 97	38,829 76	4
63,427 96	90,849 93	116,619 92	66,335 64	69,011 79	713,407 57	5
114,637 27	229,885 30	148,416 68	76,259 93	27,118 54	596,317 72	6
51,990 77	29,994 52	39,720 87	43,275 70	33,055 40	199,037 26	7
29,192 15	40,112 34	35,006 01	42 920 10	37,405 77	236,518 72	8
6,926 72	8,922 82	5,222 95	5,169 28	6,234 20	53,276 11	9
12,066 44	12,000 00	12,047 43	.....	.....	96,302 84	10
.....	.....	.....	2,506 83	2,548 52	5,055 35	11
.....	101 63	.....	.....	.....	1,365 70	12
470,385 53	687,824 80	636,446 66	480,811 68	429,571 83	3,529,777 34	
1,850,619 57	2,950,521 04	2,630,258 13	2,380,847 30	2,670,766 82	16,942,834 59	

O. DIONNE,  
Accountant.

## MAINTENANCE AND REPAIRS OF

## No. 2.—STATEMENT of Expenditure

1867—

Number.	Works.	Nova Scotia.	P. E. Island.	New Brunswick.
		\$ cts.	\$ cts.	\$ cts.
1	Nova Scotia Railway .....	228,276 11		
2	European and North American Railway .....			131,684 97
3	Canals. ....			
	Totals, Railways and Canals .....	228,276 11		131,684 97
4	Public Buildings....			
5	Dredging (not apportioned) .....			
6	Slides and Booms .....			
	Miscellaneous, viz. :—			
7	Surveys.....	339 29		339 29
8	Arbitrations.....			
9	Tug Service between Montreal and Kingston....			
	Totals, Public Works. ....	339 29		339 29
	Grand Totals. ....	228,615 40		132,024 26

1868—

1	Nova Scotia Railway .....	261,398 76		
2	European and North American Railway .....			126,149 71
3	Canals.....			
	Totals, Railways and Canals ...	261,398 76		126,149 71
4	Public Buildings....			
5	Slides and Booms .....			
	Miscellaneous, viz. :—			
6	Surveys.....	46 35		392 84
7	Arbitrations.....			
8	Tug Service between Montreal and Kingston....			
	Totals, Public Works.....	46 35		392 84
	Grand Totals.....	261,445 11		126,542 55



## PUBLIC WORKS OF CANADA.

for the following Fiscal Years.

1868.

Quebec.	Ontario.	Manitoba.	N.-W. Territories.	British Columbia.	Mis- cellaneous.	Total.	Number.
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
90,574 30	147,441 33					228,276 11	1
						131,684 97	2
					8,205 51	246,221 14	3
90,574 30	147,441 33				8,205 51	606,182 22	
5,583 07	38,651 16					44,234 23	4
3,975 10	2,852 63					6,827 72	5
32,324 55	18,200 80					50,525 35	6
2,738 44	2,888 64					6,305 66	7
6 000 00	6,000 00				2,416 66	2,416 66	8
						12,000 00	9
50,621 16	68,593 22				2,416 66	122,309 63	
141,193 46	216,034 55				10,623 17	728,491 84	

1869.

						261,398 76	1
101,200 47	157,561 20					126,149 71	2
					3,203 51	261,965 18	3
101,200 47	157,561 20				3,203 51	619,513 65	
1,613 04	63,731 01					65,384 05	4
27,463 59	21,631 53					49,095 12	5
4,882 91	3,045 42					8,367 52	6
6,000 00	6,000 00				1,000 00	1,000 00	7
						12,000 00	8
39,999 54	91,407 96				1,000 00	135,846 69	
141,200 01	251,969 16				4,203 51	785,360 34	

O. D.

## MAINTENANCE AND REPAIRS OF

No. 2.—STATEMENT of Expenditure for the  
1869—

Number.	Works.	Nova Scotia.		P. E. Island.		New Brunswick.	
		\$	cts.	\$	cts.	\$	cts.
1	Nova Scotia Railway.....	305,524	76				
2	European and North American Railway.....					139,683	99
3	Canals.....						
	Totals, Railways and Canals.....	305,524	76			139,683	99
4	Public Buildings.....						
5	Slides and Booms.....						
	Miscellaneous, viz. :—						
6	Surveys.....	123	45			123	45
7	Arbitrations.....						
8	Tug service between Quebec and Montreal..						
	Totals, Public Works.....	123	45			123	45
	Grand Totals.....	305,648	21			139,807	44

1870—

1	Nova Scotia Railway.....	272,409	60			170,583	71
2	European and North American Railway.....						
3	Canals.....	781	14				
	Totals, Railways and Canals.....	273,190	74			170,583	71
4	Public Buildings.....						
5	Slides and Booms.....						
	Miscellaneous, viz. :—						
6	Surveys.....	566	65			566	64
7	Arbitrations.....						
8	Tug service between Montreal and Kingston..						
	Totals, Public Works.....	566	65			566	64
	Grand Totals.....	273,757	39			171,150	35

## PUBLIC WORKS OF CANADA.

following Fiscal Years.—*Continued.*

1870.

Quebec.	Ontario.	Manitoba.	N. W. Territories.	British Columbia.	Mis- cellaneous.	Total.	Number.
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
.....	.....	.....	.....	.....	.....	305,524 76	1
109,499 98	183,403 23	.....	.....	.....	8,583 48	139,683 99	2
109,499 98	183,403 23	.....	.....	.....	8,583 48	301,486 69	3
5,095 93	63,955 08	.....	.....	.....	.....	69,051 01	4
33,670 31	27,419 99	.....	.....	.....	.....	61,090 30	5
6,415 23	1,190 90	.....	.....	.....	.....	7,853 03	6
6,000 00	6,000 00	.....	.....	.....	7,489 78	7,489 78	7
51,181 47	98,565 97	.....	.....	.....	.....	12,000 00	8
160,681 45	281,939 20	.....	.....	.....	7,489 78	157,484 12	
		.....	.....	.....	16,073 26	904,179 56	

1871.

.....	.....	.....	.....	.....	.....	272,409 60	1
119,984 31	179,508 19	.....	.....	.....	2,109 71	170,583 71	2
119,984 31	179,508 19	.....	.....	.....	2,109 71	302,383 35	3
3,960 35	72,169 82	.....	.....	.....	.....	76,130 17	4
41,948 71	29,970 40	.....	.....	.....	.....	71,919 11	5
7,791 01	7,994 55	.....	.....	.....	.....	16,918 85	6
6,000 00	6,000 00	.....	.....	.....	5,563 80	5,563 80	7
59,700 07	116,134 77	.....	.....	.....	.....	12,000 00	8
179,684 38	295,642 96	.....	.....	.....	5,563 80	182,531 93	
		.....	.....	.....	7,673 51	927,908 59	

O. D.

[1886]

75



## MAINTENANCE AND REPAIRS OF

No. 2.—STATEMENT of Expenditure for the  
1871—

Number.	Works.	Nova Scotia.		P. E. Island.		New Brunswick.	
		\$	cts.	\$	cts.	\$	cts.
1	Nova Scotia Railway.....	339,324	14				
2	European and North American Railway.....					255,752	08
3	Canals.....	6,402	07				
	Totals, Railways and Canals.....	345,726	21			255,752	08
4	Public Buildings.....	14,094	38			10,495	15
5	Slides and Booms.....						
6	Miscellaneous, viz.:—					733	25
6	Surveys.....	1,028	32				
7	Arbitrations.....						
8	Tug service between Montreal and Kingston.....						
9	Sundries.....						
	Totals, Public Works.....	15,122	70			11,228	40
	Grand Totals.....	360,848	91			266,980	48

1872—

1	Intercolonial Railway.....	395,483	60			616,409	00
2	Canals.....	6,882	90				
	Totals, Railways and Canals.....	402,366	50			616,409	00
3	Public Buildings.....	7,702	41			3,853	58
4	Dredging.....						
5	Slides and Booms.....						
6	Roads and Bridges.....						
7	Telegraph Lines.....						
	Miscellaneous, viz.:—					4,903	37
7	Surveys.....	909	08				
8	Arbitrations.....						
9	Tug service between Montreal and Kingston.....						
	Totals, Public Works.....	8,611	49			8,756	95
	Grand Totals.....	410,977	99			625,165	95

\* No expenditure chargeable against *Quebec* for this and next year, the line in that Province (from the *Grand Trunk Railway Co.*, who received the gross earnings. (See O. C. No. 4518 and 4520 of the

## PUBLIC WORKS OF CANADA.

following Fiscal Years—*Continued.***1872.**

Quebec.	Ontario.	Manitoba.	N. W. Territories.	British Columbia.	Mis- cellaneous.	Total.	Number.
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
						339,324 14	1
132,096 63	161,845 18				1,896 84	255,752 08	2
						302,240 72	3
132,096 63	161,845 18				1,896 84	897,316 94	
11,576 78	85,470 47			175 00		121,811 78	4
40,338 74	34,193 71					74,532 45	5
2,239 55	8,320 17			116 00		12,437 29	6
6,094 49	6,094 48				4,329 90	4,329 90	7
						12,188 97	8
					1,264 07	1,264 07	9
60,249 56	134,078 83			291 00	5,593 97	226,564 46	
192,346 19	295,924 01			291 00	7,490 81	1,123,881 40	

**1873.**

142,671 45	210,634 62				8,152 45	1,011,892 60	1
						368,341 42	2
142,671 45	210,634 62				8,152 45	1,380,234 02	
19,734 06	153,339 84	2,000 00		535 86	655 00	187,820 75	3
4,123 49	200 00					4,323 49	4
41,382 92	22,045 04					63,427 96	5
	100,307 61	14,329 68				114,637 27	6
				51,990 77		51,990 77	7
11,032 22	11,411 99		681 99	253 50		29,192 15	7
6,033 22	6,033 22				6,926 72	6,926 72	8
						12,066 44	9
82,305 91	293,337 70	16,329 66	681 99	52,780 13	7,581 72	470,385 55	
224,977 36	503,972 32	16,329 66	681 69	52,780 13	15,734 17	1,850,619 57	

Rivière du Loup to Ste. Flavie, 83 miles) having been temporarily placed under the management of 25th November, 1872.) Line resumed by Government in October, 1874.

O. D.

## MAINTENANCE AND REPAIRS OF

No. 1.—STATEMENT of Expenditure for the  
1873--

Number.	Works.	Nova Scotia.		Prince Edward Island		New Brunswick.	
		\$	cts.	\$	cts.	\$	cts.
1	Intercolonial Railway .....	721,941	81	.....	.....	1,125,233	43
2	Prince Edward Island Railway .....	.....	.....	750	00	.....	.....
3	Canals .....	2,284	50	.....	.....	.....	.....
	Totals, Railways and Canals .....	724,226	31	750	00	1,125,233	43
4	Public Buildings .....	4,693	90	200	00	5,217	78
5	Dredging (not apportioned) .....	.....	.....	.....	.....	.....	.....
6	Slides and Booms .....	.....	.....	.....	.....	.....	.....
7	Roads and Bridges .....	.....	.....	.....	.....	.....	.....
8	Telegraph Lines .....	.....	.....	973	33	.....	.....
	Miscellaneous, viz.:—	.....	.....	.....	.....	.....	.....
9	Surveys .....	6,876	68	.....	.....	6,795	40
10	Arbitrations .....	.....	.....	.....	.....	.....	.....
11	Tug service between Montreal and Kingston .....	.....	.....	.....	.....	.....	.....
12	Sundries .....	.....	.....	.....	.....	.....	.....
	Totals, Public Works .....	11,570	58	1,173	33	12,013	19
	Grand Totals .....	735,796	89	1,923	33	1,137,246	61

1874--

1	Intercolonial Railway .....	485,024	98	.....	.....	967,377	55
2	Prince Edward Island Railway .....	.....	.....	49,344	62	.....	.....
3	Canals .....	1,449	35	.....	.....	.....	.....
	Totals, Railways and Canals .....	486,474	33	49,344	62	967,377	55
4	Public Buildings .....	9,088	10	2,920	89	5,186	25
5	Dredging (not apportioned) .....	.....	.....	.....	.....	.....	.....
6	Slides and Booms .....	.....	.....	.....	.....	.....	.....
7	Roads and Bridges .....	.....	.....	.....	.....	.....	.....
8	Telegraph Lines .....	.....	.....	1,946	66	.....	.....
	Miscellaneous, viz.:—	.....	.....	.....	.....	.....	.....
9	Surveys .....	7,078	91	140	00	7,078	90
10	Arbitrations .....	.....	.....	.....	.....	.....	.....
11	Tug service between Montreal and Kingston .....	.....	.....	.....	.....	.....	.....
	Totals, Public Works .....	16,167	01	5,007	55	12,265	15
	Grand Totals .....	502,641	34	54,352	17	979,642	70



## PUBLIC WORKS OF CANADA.

following Fiscal Years—*Continued.*

1874.

Quebec.	Ontario.	Manitoba.	N.-W. Territories.	British Columbia.	Miscella- neous.	Total.	Number.
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
						1,847,175 24	1
						750 00	2
153,862 43	252,077 11				6,546 96	414,771 00	3
153,862 43	252,077 11				6,546 96	2,262,696 24	
38,388 56	201,039 15	9,849 52	100 00	300 00		259,788 91	4
7,715 46	8,453 89					16,169 35	5
51,660 32	39,189 61					90,849 93	6
	201,149 64	28,735 66				229,885 30	7
				29,021 19		29,994 52	8
8,720 64	17,719 62					40,112 34	9
					8,922 82	8,922 82	10
6,000 00	6,000 00					12,000 00	11
					101 63	101 63	12
112,484 98	473,551 91	38,585 18	100 00	29,321 19	9,024 45	687,824 80	
266,347 41	725,629 02	38,585 18	100 00	29,321 19	15,571 41	2,950,521 04	

1875.

80,187 09						1,532,589 62	1
166,837 44	231,444 54				2,145 90	49,344 62	2
						401,877 23	3
247,024 53	231,444 54				2,145 90	1,933,811 47	
20,910 64	225,269 03	11,095 02		2,729 65		277,199 58	4
	2,213 22					2,213 22	5
78,282 75	38,337 17					116,619 92	6
	129,864 59	18,552 09				148,416 68	7
				37,774 21		39,720 87	8
1,675 44	19,032 76					35,006 01	9
	6,023 71				5,222 95	5,222 95	10
6,023 72						12,047 43	11
106,892 55	420,740 48	29,647 11		40,503 86	5,222 95	636,446 66	
353,917 08	652,185 02	29,647 11		40,503 86	7,368 85	2,620,258 13	

O. D.

1875—

## MAINTENANCE AND REPAIRS OF

## No. 2.—STATEMENT of Expenditure for the

Number.	Works.	Nova Scotia.		P. E Island.		New Brunswick.	
		\$	cts.	\$	cts.	\$	cts.
1	Intercolonial Railway .....	399,781	85			752,774	40
2	Prince Edward Island Railway .....			219,930	43		
3	Canals .....	641	55				
	Totals, Railways and Canals .....	400,423	40	219,930	43	752,774	40
4	Public Buildings .....	9,481	84	1,341	10	5,904	34
5	Dredging (not apportioned) .....						
6	Slides and Booms .....						
7	Roads and Bridges .....						
8	Telegraph Lines .....			1,946	66		
	Miscellaneous, viz. :—						
9	Surveys .....	6,878	52	58	33	6,878	52
10	Arbitrations .....						
11	Agent and Contingencies, B.C. ....						
	Totals, Public Works .....	16,360	36	3,346	09	12,782	86
	Grand Totals .....	416,783	76	223,276	52	765,557	26

1876—

1	Intercolonial Railway .....	451,491	13			£91,467	34
2	Prince Edward Island Railway .....			228,595	25		
3	Canals .....	617	45				
	Totals, Railways and Canals .....	452,108	58	228,595	25	891,467	34
4	Public Buildings .....	2,114	38	5,464	89	2,235	13
5	Dredging (not apportioned) .....						
6	Slides and Booms .....						
7	Roads and Bridges .....						
8	Telegraph Lines .....			1,946	66		
	Miscellaneous, viz. :—						
9	Surveys .....	3,938	03	1,038	87	5,675	90
10	Arbitrations .....						
11	Agent and Contingencies, B.C. ....						
	Totals, Public Works .....	6,052	41	8,460	42	7,901	03
	Grand Totals .....	458,160	99	237,045	67	899,368	37

1876.

## PUBLIC WORKS OF CANADA.

following Fiscal Years.—*Concluded.*

Quebec.	Ontario.	Manitoba.	N. W. Territories.	British Columbia.	Mis- cellaneous.	Total.	Number.
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
124,641 54						1,277,197 79	1
165,390 05	233,682 57				3,193 23	219,930 43	2
						402,907 40	3
290,031 59	233,682 57				3,193 23	1,900,035 62	
28,408 66	196,879 07	905 18		102 00		243,022 19	4
170 93	1,151 08					1,322 01	5
45,642 29	20,693 35					66,335 64	6
	66,727 44	9,532 49				76,259 93	7
				41,329 04		43,275 70	8
708 56	28,396 17					42,920 10	9
					5,169 28	5,169 28	10
				2,506 83		2,506 83	11
74,930 44	313,847 11	10,437 67		43 937 87	5,169 28	480,811 68	
364,962 03	547,529 68	10,437 67		43,937 87	8,362 51	2,380,847 30	

1877.

318,715 08						1,661,673 55	1
147,439 75	199,770 53				3,098 46	228,595 25	2
						350,926 19	3
466,154 83	199,770 53				3,098 46	2,241,194 99	
11,959 67	218,116 89	4,778 66		1,564 02		246,223 64	4
85 90	7,388 07					7,973 97	5
42,069 65	26 942 14					69,011 79	6
	23,728 73	3,389 81				27,118 54	7
				31,108 74		33,065 40	8
1,114 88	25,638 09					37,405 77	9
					6,234 20	6,234 20	10
				2,548 52		2,548 52	11
55,730 10	301,813 92	8,168 47		35,221 28	6,234 20	429,571 83	
521,884 93	501,584 45	8,168 47		35,221 28	9,332 66	2,670,766 82	

O. D.



1867—

## MAINTENANCE AND REPAIRS OF

## No. 3.—ABSTRACT STATEMENT of Expenditure from 1st

Number.	Works.	Nova Scotia.	ENTERED CON- FEDERATION.	New Brunswick.
			1st July, 1873.  P. E. Island.	
		\$ cts.	\$ cts.	\$ cts.
1	Intercolonial Railway.....	2,453,723 37	.....	4,353,261 72
2	Nova Scotia and New Brunswick Railways.....	1,406,933 37	.....	1,223,854 46
3	Prince Edward Island Railway.....	.....	498,620 30	.....
4	Canals.....	19,058 96	.....	.....
	Totals, Railways and Canals.....	3,879,715 70	498,620 30	5,177,116 18
5	Public Buildings.....	47,175 01	9,926 88	32,882 23
6	Dredging (not apportioned).....	.....	.....	.....
7	Slides and Booms.....	.....	.....	.....
8	Roads and Bridges.....	.....	.....	.....
9	Telegraph Lines.....	.....	6,813 31	.....
	Miscellaneous, viz. :—	.....	.....	.....
10	Surveys.....	27,785 28	1,237 20	33,487 56
11	Arbitrations.....	.....	.....	.....
12	Tag Service between Montreal and Kingston....	.....	.....	.....
13	Agent and Contingencies.....	.....	.....	.....
14	Sundries.....	.....	.....	.....
	Totals, Public Works.....	74,960 29	17,977 39	66,369 79
	Grand Totals.....	3,954,675 99	516,597 69	5,243,485 97

DEPARTMENT OF PUBLIC WORKS,  
OTTAWA, 9th April, 1887.

1877.

## PUBLIC WORKS OF CANADA.

July, 1867 (date of Confederation), to 30th June, 1877.

Quebec.	Ontario.	ENTERED CONFEDERATION.			Mis- cellaneous, not apportioned to any of the Provinces.	Total up to 30th June, 1877.	Number.
		15th July, 1870.		20th July, 1871.			
		Manitoba.	N.-W. Territories.	British Columbia.			
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
523,543 71						7,330,528 80	1
						2,230,787 83	2
						498,620 30	3
1,329,556 81	1,957,368 50				47,136 05	3,353,120 32	4
1,853,100 52	1,957,368 50				47,136 05	13,413,057 25	
<i>a</i> 147,270 76	<i>b</i> 1,318,621 52	28,628 38	100 00	5,406 53	655 00	1,590,666 31	5
16,570 88	22,258 88					38,829 76	6
434,783 83	278,623 74					713,407 57	7
	521,778 01	74,539 71				596,317 72	8
				191,223 95		193,037 26	9
47,318 88	125,638 31		681 99	369 50		236,518 72	10
					53,276 11	53,276 11	11
48,151 43	48,151 41					96,302 84	12
				5,055 35		5,055 35	13
					1,365 70	1,365 70	14
694,095 78	2,315,071 87	103,168 09	781 99	202,055 33	55,296 81	3,529,777 34	
2,547,196 30	4,272,440 37	103,168 09	781 99	202,055 33	102,432 86	16,942,834 59	

*a* Exclusive of \$10,426 79 expenditure on buildings since transferred to Local Government.*b* do 291 45 do do do\$10,718 24

For details. See "Memo." at page 22.

O. DIONNE,  
Accountant.

[1886]

83

1878—

## MAINTENANCE AND REPAIRS OF

## No. 4.—COMPARATIVE STATEMENT of Expenditure

Number.	Works.	Expenditure from 1st July, 1867, to 30th June, 1877.	Fiscal 1878.
		\$ cts.	\$ cts.
1	Railways .....	10,059,936 93	2,032,873 05
2	Canals .....	3,353,120 32	340,299 25
	Totals, Railways and Canals .....	13,413,057 25	2,373,172 30
3	Public Buildings .....	b 1,590,666 31	282,380 13
4	Rivers—Maintenance of Buoys .....		
5	Dredges .....		
6	Dredging (not apportioned) .....	38,829 76	13,740 69
7	Slides and Booms .....	713,407 57	53,667 73
8	Roads and Bridges .....	596,317 72	3 547 21
9	Telegraph Lines .....	198,037 26	39,095 40
	Miscellaneous, viz. :—		
10	Surveys .....	236,518 72	27,504 74
11	Arbitrations .....	53,276 11	6,883 85
12	Tug service between Montreal and Kingston .....	96,302 84	
13	Agent and Contingencies, B.C. ....	5,055 35	2,687 55
14	Sundries .....	1,365 70	2,790 52
	Totals, Public Works .....	3,529,777 34	432,297 82
	Grand Totals .....	16,942,834 59	2,805,470 12

a Including \$1,786.20 previously charged to Pacific Railway "construction" account.

b Exclusive of \$10,718.24 expenditure on buildings since transferred to Local Governments. See

"Memo" at page 22.

PUBLIC WORKS DEPARTMENT,  
OTTAWA, 9th April, 1887.



1882.

## PUBLIC WORKS OF CANADA.

from 1st July, 1877, to 30th June, 1882.

Year ended 30th June.				Total Expenditure up to 30th June, 1882.	Number.
1879.	1880.	1881.	1882.		
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
2,233,496 34	1,851,489 26	2,220,421 39	a 2,313,209 42	a 20,711,426 39	1
335,402 06	379,503 55	383,963 35	446,969 14	5,239,257 67	2
2,568,898 40	2,230,992 81	2,604,384 74	2,760,178 56	25,950,684 06	
351,077 47	296,603 62	215,975 34	309,189 18	b 3,045,892 05	3
.....	1,093 93	662 14	677 69	2,433 76	4
.....	13,784 63	14,097 67	21,406 91	49,289 21	5
15,663 01	3,226 58	4,544 67	10,527 24	86,531 95	6
57,347 98	58,989 99	57,885 33	78,403 55	1,019,702 15	7
271 26	702 23	641 33	.....	601,479 75	8
30,667 39	37,524 96	31,748 49	49,248 68	386,322 18	9
38,417 87	45,332 86	24,789 19	27,060 09	399,623 47	10
7,261 22	10,035 38	9,697 53	3,901 51	91,055 60	11
.....	.....	.....	.....	96,302 84	12
2,495 70	2,818 85	1,690 90	2,195 84	16,944 19	13
2,056 00	.....	437 24	.....	6,649 46	14
505,257 90	470,113 03	362,169 83	502,610 69	5,802,226 61	
3,074,156 30	2,701,105 84	2,966,554 57	3,262,789 25	31,752,910 67	

O. DIONNE,  
Accountant.

1878—

## MAINTENANCE AND REPAIRS OF

## No. 5—STATEMENT of Expenditure for the

1877—

Number.	Works.	Nova Scotia.		P. E. Island.		New Brunswick.	
		\$	cts.	\$	cts.	\$	cts.
1	Intercolonial Railway .....	492,138	76			872,658	41
2	Prince Edward Island Railway .....			221,599	49		
3	Canals .....	600	00				
	Totals, Railways and Canals .....	492,738	76	221,599	49	872,658	41
4	Public Buildings .....	3,517	57	2,860	80	1,385	34
5	Dredging (not apportioned) .....						
6	Slides and Booms .....						
7	Roads and Bridges .....						
8	Telegraph Lines .....			1,916	66		
9	Miscellaneous:—						
10	Surveys .....	2,794	80	3,494	76	5,589	58
11	Arbitrations .....						
12	Agent and Contingencies, B.C. ....						
	Sundries .....						
	Totals, Public Works .....	6,312	37	8,302	22	6,974	92
	Grand Totals .....	499,051	13	229,901	71	879,633	33

1878—

1	Intercolonial Railway .....	546,184	03			968,491	99
2	Prince Edward Island Railway .....			223,313	12		
3	Canals .....	631	50				
	Totals, Railways and Canals .....	546,815	53	223,313	12	968,491	99
4	Public Buildings .....	1,078	95	348	89	2,659	80
5	Dredging (not apportioned) .....						
6	Slides and Booms .....						
7	Roads and Bridges .....						
8	Telegraph Lines .....			1,946	66		
9	Miscellaneous:—						
10	Surveys .....	7,983	91	4,183	30	6,630	79
11	Arbitrations .....						
12	Agent and Contingencies, B.C. ....						
	Sundries .....						
	Totals, Public Works .....	9,062	86	6,478	85	9,290	59
	Grand Totals .....	555,878	39	229,791	97	977,782	58

1882.

THE PUBLIC WORKS OF CANADA.

following Fiscal Years.

1878.

Quebec.	Ontario.	Manitoba.	N. W. Territories.	British Columbia.	Mis-cellaneous.	Total.	Number.
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
446,476 39						1,811,273 56	1
						221,599 49	2
131,283 93	208,415 32					340,299 25	3
577,760 32	208,415 32					2,373,172 30	
40,040 25	232,269 06	1,642 61		664 50		282,380 13	4
4,519 84	9,220 85					13,740 69	5
32,136 94	21,530 79					53,667 73	6
	3,103 81	443 40				3,547 21	7
				37,148 74		39,095 40	8
2,534 92	13,090 68					27,504 74	9
					6,883 85	6,883 85	10
				2,687 55		2,687 55	11
				2,790 52		2,790 52	12
79,231 95	279,215 19	2,086 01		40,500 79	9,674 37	432,297 82	
656,992 27	487,630 51	2,086 01		40,500 79	9,674 37	2,805,470 12	

1879.

495,507 20						2,010,183 22	1
						223,313 12	2
142,101 48	192,669 08					335,402 06	3
637,608 68	193,669 08					2,568,898 40	
85,017 28	250,162 58	349 00	6,118 65	5,342 32		351,077 47	4
6,919 05	8,743 96					15,663 01	5
37,497 33	19,850 65					57,347 98	6
	271 26					271 26	7
				28,720 73		30,667 39	8
7,759 78	11,860 09					38,417 87	9
					7,261 22	7,261 22	10
				2,495 70		2,495 70	11
				2,056 00		2,056 00	12
137,193 44	290,988 54	349 00	6,118 65	36,558 75	9,317 22	505,257 90	
774,802 12	483,557 62	349 00	6,118 65	36,558 75	9,317 22	3,074,156 30	

O. D.



1878—  
MAINTENANCE AND REPAIRS OF

No. 5.—STATEMENT of Expenditure for  
1879—

Number.	Works.	Nova Scotia.	P. E. Island.	New Brunswick.
		\$ cts.	\$ cts.	\$ cts.
1	Intercolonial Railway.....	385,679 35		614,717 73
2	Prince Edward Island Railway.....		164,640 55	
3	Pacific Railway.....			
4	Canals.....	400 00		
	Totals, Railways and Canals.....	386,079 35	164,640 55	644,717 73
5	Public Buildings.....	347 55	1,051 44	1,818 82
6	Rivers—Maintenance of Buoys.....			
7	Dredges.....	3,248 70	1,624 35	1,624 36
8	Dredging (not apportioned).....			
9	Slides and Booms.....			
10	Roads and Bridges.....			
11	Telegraph Lines.....		1,946 66	
	Miscellaneous, viz. :—			
12	Surveys.....	4,185 56	3,002 28	2,620 44
13	Arbitrations.....			
14	Agent and Contingencies, British Columbia.....			
	Totals, Public Works.....	7,781 81	7,624 73	6,063 62
	Grand Totals.....	393,861 16	172,265 28	650,781 35

1880—

1	Intercolonial Railway.....	409,535 91		718,220 82
2	Windsor Branch Railway.....	20,502 26		
3	Prince Edward Island Railway.....		203,122 88	
4	Pacific Railway.....			
5	Canals.....	959 58		
	Totals, Railways and Canals.....	430,997 75	203,122 88	718,220 82
6	Public Buildings.....	2,506 78	1,424 47	2,013 83
7	Rivers—Maintenance of Buoys.....			
8	Dredges.....	1,879 59	1,253 06	1,879 58
9	Dredging (not apportioned).....			
10	Slides and Booms.....			
11	Roads and Bridges.....			
12	Telegraph Lines.....		1,946 66	
	Miscellaneous, viz. :—			
13	Surveys.....	237 80	87 80	150 00
14	Arbitrations.....			
15	Agent and Contingencies, B. C.....			
16	Sundries.....			
	Totals, Public Works.....	4,624 17	4 711 99	4,043 41
	Grand Totals.....	435,621 92	207,834 87	722,264 23

1882.

## THE PUBLIC WORKS OF CANADA.

the following Fiscal Years—*Continued.*

1880.

Quebec.	Ontario.	Manitoba.	N.-W. Territories.	British Columbia.	Mis- cellaneous.	Total.	Number.
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
577,559 62						1,607,956 70	1
		78,892 01				164,640 55	2
141,474 28	233,863 99				3,765 28	78,892 01	3
						379,503 55	4
719,033 90	233,863 99	78,892 01			3,765 28	2,230,992 81	
20,614 92	259,711 42	11,979 57	590 00	477 85	12 05	296,603 62	5
1,093 93						1,093 93	6
1,243 73	884 84	5,158 65				13,784 63	7
	3,226 58					3,226 58	8
43,900 12	15,089 87					58,989 99	9
	702 23					702 23	10
				35,578 30		37,524 96	11
13,963 59	10,116 48				11,444 51	45,332 86	12
					10,035 38	10,035 38	13
				2,818 85		2,818 85	14
80,816 29	289,731 42	17,138 22	590 00	38,875 00	21,491 94	470,113 03	
799,850 19	523,595 41	96,030 23	590 00	38,875 00	25,257 22	2,701,105 84	

1881.

632,094 54						1,759,851 27	1
						20,502 26	2
		236,944 98				203,122 88	3
169,773 61	210,839 42				2,390 74	236,944 98	4
						383,963 35	5
801,868 15	210,839 42	236,944 98			2,390 74	2,604,384 74	
25,518 56	177,255 49	7,006 45		249 76		215,975 34	6
662 14						662 14	7
5,928 27	1,382 10			1,775 07		14,097 67	8
2,377 64	2,167 03					4,544 67	9
41,769 10	16,116 23					57,885 33	10
	641 33					641 33	11
				29,801 83		31,748 49	12
8,284 92	10,916 40	1,087 50		260 63	3,764 14	24,789 19	13
					9,697 53	9,697 53	14
				1,690 90		1,690 90	15
					437 24	437 24	16
84,540 63	208,478 58	8,093 95		33,778 19	13,898 91	362,169 83	
886,408 78	419,318 00	245,038 93		33,778 19	16,289 65	2,966,554 57	

1878—

## MAINTENANCE AND REPAIRS OF

No. 5.—STATEMENT of Expenditure for the  
1881—

Number.	Works.	Nova Scotia.		P. E. Island.		New Brunswick.	
		\$	cts.	\$	cts.	\$	cts.
1	Intercolonial Railway.....	492,537	76			844,657	35
2	Prince Edward Island Railway.....			228,259	97		
3	Pacific Railway.....						
4	Canals.....	2,121	17				
	Totals, Railways and Canals.....	494,658	93	228,259	97	844,657	35
5	Public Buildings.....	10,191	45	4,267	07	6,035	88
6	Rivers—Maintenance of Buoys.....						
7	Dredges.....	6,065	00	1,000	65	6,065	00
8	Dredging (not apportioned).....						
9	Slides and Booms.....						
10	Telegraph Lines.....	2,163	79	1,946	66	2,163	78
	Miscellaneous, viz. :—						
11	Surveys.....						
12	Arbitrations.....						
13	Agent and Contingencies, B. O.....						
	Totals, Public Works.....	18,420	24	7,214	38	14,294	66
	Grand Totals.....	513,079	17	235,474	35	858,952	01

[1886]



1882.

## PUBLIC WORKS OF CANADA.

following Fiscal Years—*Concluded.*

1882.

Quebec.	Ontario.	Manitoba.	N. W. Territories.	British Columbia.	Mis- cellaneous.	Total.	Number.
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
743,397 26						2,080,592 37	1
						228,259 97	2
		4,357 08				4,357 08	3
180,887 36	261,501 52				2,459 09	446,969 14	4
924,284 62	261,501 52	4,357 08			2,459 09	2,760,178 56	
24,419 49	258,746 89	3,588 15		1,910 25		309,189 18	5
677 69						677 69	6
2,213 07	3,949 54			2,113 65		21,406 91	7
9,215 76	1,311 48					10,527 24	8
53,916 65	24,486 90					78,403 55	9
4,327 58				38,646 87		49,248 68	10
17,047 62	2,159 55	2,969 34		821 89	4,061 69	27,060 09	11
					3,901 51	3,901 51	12
				2,195 84		2,195 84	13
111,817 86	290,654 36	6,557 49		45,688 50	7,963 20	502,610 69	
1,036,102 48	552,155 88	10,914 57		45,688 50	10,422 29	3,262,789 25	

[1886]

O. D.

91

1867—

## MAINTENANCE AND REPAIRS OF

No. 6.—ABSTRACT STATEMENT of Expenditure, for each Province,

Number.	Works.	Nova Scotia.	ENTERED CON- FEDERATION.	New Brunswick.
			1st July, 1873.	
			P. E. Island.	
		\$ cts.	\$ cts.	\$ cts.
1	Intercolonial Railway. ....	6,207,234 81	.....	9,225,862 48
2	Prince Edward Island Railway.....	.....	1,539,556 31	.....
3	Pacific Railway.....	.....	.....	.....
4	Canals .....	23,771 21	.....	.....
	Totals, Railways and Canals .....	6,231,006 02	1,539,556 31	9,225,862 48
5	Public Buildings .....	64,817 31	19,879 55	46,925 90
6	Rivers—Maintenance of Buoys.....	.....	.....	.....
7	Dredges .....	11,193 29	3,878 06	9,563 94
8	Dredging (not apportioned).....	.....	.....	.....
9	Slides and Booms .....	.....	.....	.....
10	Roads and Bridges.....	.....	.....	.....
11	Telegraph Lines .....	2,163 79	16,516 61	2,163 78
	Miscellaneous, viz. :—			
12	Surveys .....	42,987 35	12,005 34	48,478 37
13	Arbitrations and Awards .....	.....	.....	.....
14	Tug Service between Montreal and Kingston .....	.....	.....	.....
15	Agent and Contingencies, B. C.....	.....	.....	.....
16	Sundries .....	.....	.....	.....
	Totals, Public Works .....	121,161 74	52,309 56	107,036 99
	Grand Totals .....	6,352,167 76	1,591,865 87	9,332,899 47

DEPARTMENT OF PUBLIC WORKS,  
OTTAWA, 9th April, 1887.

1882.

PUBLIC WORKS OF CANADA.

from 1st July, 1867 (date of Confederation), to 30th June, 1882.

Quebec.	Ontario.	ENTERED CONFEDERATION.			Mis- cellaneous, not apportioned to any of the Provinces.	Total Expenditure up to 30th June, 1882.	Number.
		15th July, 1870.		20th July, 1871.			
		Manitoba.	N.-W. Territories.	British Columbia.			
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
3,418,578 72						18,851,676 01	1
						1,539,556 31	2
		a 320,194 07				a 320,194 07	3
2,095,077 47	3,064,657 83				55,751 16	5,239,257 67	4
5,513,656 19	3,064,657 83	320,194 07			55,751 16	25 950,684 06	
342,881 26	2,496,766 96	53,194 16	6,808 65	14,051 21	667 05	b 3,045,892 05	5
2,433 76						2,433 76	6
9,385 07	6,216 48			9,047 37		49,289 21	7
39,603 17	46,928 78					86,531 95	8
644,003 97	375,649 66				48 52	1,019,702 15	9
	526,496 64	74,983 11				601,479 75	10
4,327 58				361,120 42		386,322 18	11
96,909 71	173,781 51	4,056 84	681 99	1,452 02	19,270 34	399,623 47	12
					91,055 60	91,055 60	13
48,151 43	48,151 41					96,302 84	14
				16,944 19		16,944 19	15
					6,649 46	6,649 46	16
1,187,695 95	3,673,991 44	132,234 11	7,490 64	402,615 21	117,690 97	5,802,226 61	
6,701,352 14	6,733,649 27	453,428 18	7,490 64	402,615 21	173,442 13	31,752,910 67	

a Including \$1,786 20 previously charged to Pacific Railway "Construction" account.  
b Exclusive of \$10,718.24 expenditure on buildings, since transferred to Local Governments—See "Memo," at p. 22.

O. DIONNE,  
Accountant.



1883—

MAINTENANCE AND REPAIRS OF  
No. 7.—COMPARATIVE STATEMENT of Expenditure

Number.	Works.	From 1st July, 1867, to 30th June, 1883.
		\$    cts.
1	Railways.	a 20,711,426 39
2	Canals	5,239,257 67
	Totals, Railways and Canals.	25,950,684 06
3	Public Buildings	b 3,045,892 05
4	do Heating.	
5	do Salaries of Engineers, &c.	
6	Harbours and Breakwaters	
7	Rivers—Maintenance of Buoys, &c.	2,433 76
8	Dredges	49,289 21
9	Dredging (not apportioned)	86,531 95
10	Slides and Booms	1,019,702 15
11	Roads and Bridges	601,479 75
12	Telegraph Lines.	386,322 18
	Miscellaneous, viz. :—	
13	Surveys	399,623 47
14	Arbitrations.	91,055 60
15	Tug service between Montreal and Kingston	96,302 84
16	Agent and Contingencies, B.C.	16,944 19
17	Sundries	6,649 46
	Totals, Public Works	5,802,226 61
	Grand Totals	31,752,910 67

a. Including \$ 1,786.20, previously charged to Pacific Railway  
b. Exclusive of 10,718 24, expenditure on buildings since trans  
c. Including 12,256.58, Expenditure account Railways Gen  
d. do 17,730.50, do do

DEPARTMENT OF PUBLIC WORKS,  
OTTAWA, 9th April, 1887.  
[1886]

1886.

## PUBLIC WORKS OF CANADA.

from 1st July, 1882, to 30th June, 1886.

Year ended 30th June				Total up to 30th June, 1886.	Number.
1883.	1884.	1885.	1886.		
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
2,636,551 70	<i>c</i> 2,656,541 11	<i>d</i> 2,767,441 03	2,823,458 50	31,595,418 73	1
484,128 10	564,234 77	525,372 78	534,947 84	7,347,941 16	2
3,120,679 80	3,220,775 88	3,292,813 81	3,358,406 34	38,943,359 89	
312,289 87	348,314 85	271,435 31	357,620 64	4,335,552 72	3
10,739 68	28,112 39	31,773 76	33,619 80	104,245 63	4
14,787 02	22,347 68	25,422 24	30,308 67	92,865 61	5
.....	6,143 06	.....	7,249 79	13,392 85	6
457 50	.....	117 00	250 00	3,258 26	7
16,480 43	24,714 71	26,939 59	19,916 14	137,340 08	8
9,510 70	9,760 25	9,313 68	6,118 20	121,234 76	9
81,842 98	82,074 14	72,111 59	82,050 63	1,337,781 49	10
.....	.....	35 46	1,403 46	602,918 67	11
53,844 30	80,006 71	84,221 34	89,765 76	694,160 29	12
29,829 98	28,982 61	31,203 26	26,535 47	516,174 79	13
3,338 90	2,818 00	3,059 27	3,378 38	103,650 15	14
.....	.....	.....	.....	93,302 84	15
2,811 32	2,796 49	2,685 31	3,998 10	29,235 41	16
2,000 00	1,650 00	.....	1,619 91	11,919 37	17
537,932 68	637,720 89	558,317 79	663,834 95	8,200,032 92	
3,658,612 48	3,858,496 77	3,851,131 60	4,022,241 29	47,143,392 81	

Construction Account.

ferred to Local Governments. See Memo., at page 22.

erally, previously charged to Construction.

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O. DIONNE,  
Accountant.

[1886]

95

1883—

## MAINTENANCE AND REPAIRS OF

No. 8.—STATEMENT of Expenditure

1882—

Number.	Service.	Nova Scotia.		Prince Edward Island		New Brunswick.	
		\$	cts.	\$	cts.	\$	cts.
1	Intercolonial Railway .....	547,943	79			963,819	09
2	do do Windsor Branch .....	23,103	93				
3	Pacific Railway .....						
4	Prince Edward Island Railway .....			252,808	41		
5	Canals .....	2,321	61				
	Totals, Railways and Canals .....	573,369	33	252,808	41	963,819	09
6	Public Buildings .....	2,848	31	1,932	11	4,323	75
7	do Salaries of Engineers, &c .....	871	20	553	06	3,217	29
8	do Heating* .....	229	34	202	72	1,905	86
9	Rivers, Maintenance of Buoys, &c .....						
10	Dredges .....	6,388	01	1,765	61	2,346	38
11	Dredging (not apportioned) .....	132	44				
12	Slides and Booms .....						
13	Telegraph Lines .....	1,941	56	1,946	66	2,616	80
13	Miscellaneous :—						
14	Surveys .....	1,173	33	227	09	681	28
15	Arbitrations .....						
16	Agent and Contingencies, B. C. ....						
17	Sundries .....						
	Totals, Public Works .....	13,584	19	6,627	25	15,091	36
	Grand Totals .....	586,953	52	259,435	66	978,910	45

\* Exclusive of cost of heating Ottawa Public Buildings, included in expenditure for repairs, &c., public buildings.



1886.

## THE PUBLIC WORKS OF CANADA.

for the following Fiscal Years.

1883.

Quebec.	Ontario.	Manitoba.	N.-W. Territories.	British Columbia.	Miscella- neous.	Total.	Number.
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
848,610 39						2,360,373 27	1
						23,103 93	2
		266 09				266 09	3
						252,808 41	4
183,964 46	293,766 88				4,075 15	484,128 10	5
1,032,574 85	293,766 88	266 09			4,075 15	3,120,679 80	
16,274 85	278,487 23	7,059 63	205 85	1,138 04	20 10	312,289 87	6
3,515 92	6,629 55					14,787 02	7
4,676 69	2,753 07	880 00		92 00		10,739 68	8
457 50						457 50	9
2,237 20	1,284 43			2,458 80		16,480 43	10
3,728 29	3,895 70				1,754 27	9,510 70	11
48,735 15	33,107 83					81,842 98	12
12,530 25			4,292 64	30,516 39		53,844 20	13
17,383 90	1,829 37	135 44	416 00	609 50	7,374 07	29,829 98	14
					3,338 90	3,338 90	15
				2,811 32		2,811 32	16
					2,000 00	2,000 00	17
109,539 75	327,987 18	8,075 07	4,914 49	37,626 05	14,487 34	537,932 68	
1,142,114 60	621,754 06	8,341 16	4,914 49	37,626 05	18,562 49	3,658,612 48	

O. D.

[1886]

97

1883—

## MAINTENANCE AND REPAIRS OF

No. 8.—STATEMENT of Expenditure

1883—

Number.	Works.	Nova Scotia.		P. E. Island.		New Brunswick.	
		\$ cts.		\$ cts.		\$ cts.	
1	Intercolonial Railway.....	544,277	29			957,369	79
2	do Windsor Branch.....	22,140	86				
3	Eastern Extension Railway.....	40,809	43				
4	Pacific Railway.....			236,428	13		
5	Prince Edward Island Railway.....						
6	Railways generally.....	2,969	32				
7	Canals.....						
	Totals, Railways and Canals.....	610,196	90	236,428	13	957,369	79
8	Public Buildings.....	4,597	27	3,117	05	1,839	87
9	do salaries of Engineers, &c.....	2,616	83	1,553	15	4,297	03
10	do heating*.....	1,074	57	638	66	4,977	84
11	Harbours and Breakwaters.....	10,202	59	1,714	99	3,562	27
12	Dredges.....						
13	Dredging (not apportioned).....						
14	Slides and Booms.....	2,262	38	1,946	66	1,353	11
15	Telegraph Lines.....						
	Miscellaneous:—	1,500	26	2,292	86	424	60
16	Surveys.....						
17	Arbitrations.....						
18	Agent and Contingencies, British Columbia.....						
19	Sundries.....						
	Totals, Public Works.....	22,253	90	11,263	37	16,454	72
	Grand Totals.....	632,450	80	247,691	50	973,824	51

\* Exclusive of cost of heating "Ottawa Public Buildings," included in expenditure for repairs, &c., Public Buildings.

1886.

## PUBLIC WORKS OF CANADA.

for following Fiscal Years—*Continued.*

1884.

Quebec.	Ontario.	Manitoba.	North-West Territories.	British Columbia.	Miscellaneous.	Total.	Number.
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
842,932 01						2,344,579 09	1
						22,140 86	2
						40,809 43	3
		327 02				327 02	4
						236,428 13	5
					12,256 58 <sup>a</sup>	12,256 58	6
187,780 66	369,120 81				4,363 93	564,234 77	7
1,030,712 67	369,120 81	327 02			16,620 56	3,220,775 88	
15,245 18	313,936 16	6,376 55	404 00	2,118 77	680 00	348,314 85	8
4,964 48	8,441 19			475 00		22,347 68	9
9,687 99	8,245 90	2,632 50	96 00	273 74	285 19	28,112 39	10
					6,143 06	6,143 06	11
3,274 76	989 99			4,970 11		24,714 71	12
1,092 85	4,851 69				3,815 71	9,760 25	13
51,462 36	30,611 78					82,074 14	14
7,629 87			23,145 67	36,358 27	7,310 75	80,006 71	15
13,165 33	4,913 83		16 00	831 75	5,837 98	28,982 61	16
					2,818 00	2,818 00	17
				2,796 49		2,796 49	18
					1,650 00	1,650 00	19
106,522 82	371,990 54	9,209 05	23,661 67	47,824 13	28,540 69	637,720 89	
1,137,235 49	741,111 35	9,536 07	23,661 67	47,824 13	45,161 25	3,858,493 77	

<sup>a</sup> This amount was previously charged to Construction.O. DIONNE,  
Accountant.

[1886]

99



1883—

## MAINTENANCE AND REPAIRS OF

No. 8.—STATEMENT of Expenditure for the

1884—

Number.	Works.	Nova Scotia.		P. E. Island.		New Brunswick.	
		\$	cts.	\$	cts.	\$	cts.
1	Intercolonial Railway.....	566,771	66			996,936	81
2	do Windsor Branch.....	18,751	96				
3	Eastern Extension Railway.....	78,273	65				
4	Prince Edward Island Railway.....			211,207	01		
5	Railways generally.....						
6	Canals.....	2,116	72				
	Totals, Railways and Canals.....	665,913	99	211,207	01	996,936	81
7	Public Buildings.....	1,763	22	933	53	1,986	17
8	do Salaries of Engineers, &c.....	2,487	00	1,533	16	4,787	93
9	do *Heating.....	1,187	45	424	41	3,517	76
10	Rivers—Maintenance of Buoys.....						
11	Dredges.....	8,404	34	1,468	63	5,127	03
12	Dredging (not apportioned).....						
13	Slides and Booms.....						
14	Roads and Bridges.....						
15	Telegraph Lines.....	2,521	25	1,946	66	1,096	64
	Miscellaneous :—						
16	Surveys.....	1,562	39	459	53	459	53
17	Arbitrations.....						
18	Agent and Contingencies, B.C.....						
	Totals, Public Works.....	17,875	65	6,765	92	16,975	06
	Grand Totals.....	683,789	64	217,972	93	1,013,911	87

\*Exclusive of cost of heating "Ottawa Public Buildings," included in expenditure for repairs, &c., Public Buildings.

1886.

## PUBLIC WORKS OF CANADA.

following Fiscal Years.—*Continued.*

1885.

Quebec.	Ontario.	Manitoba.	N. W. Territories.	British Columbia.	Mis- cellaneous.	Total.	Number.
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
877,769 44						2,441,477 91	1
						18,751 96	2
						78,273 65	3
						211,207 01	4
						17,730 50	5
196,543 45	317,064 04				9,648 57	525,372 78	6
1,074,312 89	317,064 04				27,379 07	3,292,813 81	
5,682 30	254,271 74	3,483 69	882 94	2,431 72		271,435 31	7
5,288 31	10,065 84		200 00	1,060 00		25,422 24	8
3,549 07	8,683 36	2,899 00	420 00	530 74	611 97	31,773 76	9
117 00						117 00	10
74 66	2,143 51			2,400 29	2,221 13	26,939 59	11
410 57	3,989 75				4,913 34	9,313 66	12
43,883 18	28,228 41					72,111 59	13
	35 46					35 46	14
9,589 76			21,837 24	34,355 32	12,874 47	84,221 34	15
14,915 91	4,638 78	2,283 58		525 20	6,358 34	31,203 26	16
					3,059 27	3,059 27	17
				2,685 31		2,685 31	18
98,610 76	312,056 85	8,666 27	23,340 18	43,988 58	30,038 52	558,317 79	
1,172,923 65	629,120 89	8,666 27	23,340 18	43,988 58	57,417 59	3,851,131 60	

O. D.

1883—

## MAINTENANCE AND REPAIRS OF

No. 8.—STATEMENT of Expenditure

1885—

Number.		Nova Scotia.	P. E. Island.	New Brunswick.
		\$ cts.	\$ cts.	\$ cts.
1	Intercolonial Railway.....	574,883 05		1,006,045 34
2	do Windsor Branch.....	19,229 49		
3	Eastern Extension Railway.....	94,756 06		
4	Prince Edward Island Railway.....		216,744 34	
5	Railways Generally.....			
6	Surveys.....			
7	Arbitrations.....			
8	Canals.....	2,855 48		
	Totals, Railways and Canals.....	691,727 08	216,744 34	1,006,045 34
9	Public Buildings, repairs, &c.....	2,669 17	4,521 98	1,448 44
10	do salaries of Engineers, &c.....	2,953 51	1,771 75	4,563 03
11	do heating*.....	1,503 83	646 76	4,656 11
12	Harbours and Breakwaters, Manitoba.....			
13	Rivers.....			†250 00
14	Dredging not apportioned to any service.....	27 65	27 64	27 64
15	Dredge repairs.....	2,892 12	922 11	2,892 11
16	Slides and Booms.....			
17	Roads and Bridges.....			
18	Telegraph Lines.....	1,980 50	1,946 66	2,346 43
	Miscellaneous:—			
19	Surveys.....	320 93	160 46	160 47
20	Arbitrations.....			
21	Agent and contingencies, B.C.....			
22	Antwerp Exhibition.....			
	Total, Public Works.....	12,347 71	9,997 36	16,344 23
	Grand Totals.....	704,074 79	226,741 70	1,022,389 57

\* Exclusive of cost of heating Ottawa Public Buildings, included in expenditure for Repairs, &c., Public Buildings.

† St. John River snags.



1886.

## PUBLIC WORKS OF CANADA.

for Year ended 30th June, 1886.—*Concluded.*

1886.

Quebec.	Ontario.	Manitoba.	N.-W. Territories.	British Columbia.	Mis- cellaneous.	Total.	Number.
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
908,315 22						2,489,243 61	1
						19,229 49	2
						94,756 06	3
						216,744 34	4
					3,485 00	3,485 00	5
7,336 44	409 50				975 68	8,721 62	6
					6,468 58	6,468 58	7
201,476 15	310,315 88				5,107 13	519,757 64	8
1,117,127 81	310,725 38				16,036 39	3,358,406 34	
20,772 16	324,058 48	1,620 24	246 32	2,283 85		357,620 64	9
6,128 10	13,197 28		495 00	1,200 00		30,308 67	10
10,016 99	10,766 59	2,903 18	1,152 17	492 87	1,481 30	33,619 80	11
142 98	213 70				6,893 11	7,249 79	12
						250 00	13
1,667 78	1,531 99	88 00			2,747 50	6,118 20	14
5,069 16	1,664 10	4,000 00		2,476 54		19,916 14	15
54,702 77	27,347 86					82,050 63	16
1,063 39	340 07					1,403 46	17
13,400 47	67 82		25,019 36	36,420 33	8,584 19	89,765 76	18
13,997 22	6,086 13			2,240 24	3,570 02	26,535 47	19
					3,378 38	3,378 38	20
				2,998 10		3,998 10	21
					1,619 91	1,619 91	22
126,961 02	385,274 02	8,611 42	26,912 85	49,111 93	28,274 41	663,834 95	
1,244,088 83	695,999 40	8,611 42	26,912 85	49,111 93	44,310 80	4,022,241 29	

O. D.

[1886]

103

1867—

## MAINTENANCE AND REPAIRS OF PUBLIC

## No. 9.—ABSTRACT STATEMENT of Expenditure, for each Province,

Number.	Work.	Nova Scotia.	ENTERED CON-FEDERATION.		New Brunswick.
			1st July, 1873.	P. E. Island.	
		\$ cts.	\$ cts.	\$ cts.	
1	Intercolonial Railway.....	8,441,110 60		13,150,033 51	
2	do Windsor Branch .....	83,226 24			
3	do Eastern Extension.....	213 839 14			
4	Prince Edward Island Railway.....		2,456,744 20		
5	Pacific Railway.....				
6	Railways Generally.....				
7	Canals.....	34,037 34			
	Totals, Railways and Canals.....	8,772,213 32	2,456,744 20	13,150,033 51	
8	Public Buildings.....	76,695 28	30,384 22	56,424 13	
9	do Salaries of Engineers.....	8 928 54	5,411 12	16,865 28	
10	do Heating.....	3,945 19	1,912 55	15,057 57	
11	Harbours and Breakwaters .....				
12	Rivers—Maintenance of Buoys, &c. ....			250 00	
13	Dredges.....	39,080 35	9,749 40	23,496 73	
14	Dredging (not apportioned) .....	160 09	27 64	27 64	
15	Slides and Booms.....				
16	Roads and Bridges.....				
17	Telegraph Lines .....	10,869 48	24,333 25	9,576 76	
	Miscellaneous, viz.:—				
18	Surveys.....	47,544 26	15,145 28	50,204 25	
19	Arbitrations.....				
20	Tug Service between Montreal and Kingston. ...				
21	Agent and Contingencies, British Columbia.....				
22	Sandries.....				
	Totals, Public Works.....	187,223 19	86,963 46	171,902 36	
	Grand Totals.....	8,959,436 51	2,543,707 66	13,321,935 87	

1886.

WORKS OF CANADA—*Concluded.*

from 1st July, 1867 (date of Confederation), to 30th June, 1886.

Quebec.	Ontario.	ENTERED CONFEDERATION.			Mis- cellaneous, not apportioned to any of the Provinces.	Total up to 30th June, 1886.	Number.
		I 15th July, 1870.		20th July, 1871.			
		Manitoba.	N.-W. Territories.	British Columbia.			
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
6,896,205 78	.....	.....	.....	.....	.....	28,487,349 89	1
.....	.....	.....	.....	.....	.....	83,226 24	2
.....	.....	.....	.....	.....	.....	213,839 14	3
.....	.....	.....	.....	.....	.....	2,456,744 20	4
.....	.....	320,787 18	.....	.....	.....	320,787 18	5
.....	.....	.....	.....	.....	33,472 08	33,472 08	6
2,872,178 63	4,355,334 94	.....	.....	.....	86,390 25	7,347,941 16	7
9,768,384 41	4,355,334 94	320,787 18	.....	.....	119,862 33	38,943,359 89	
400,855 75	3,667,520 57	71,734 27	8,547 76	22,023 59	1,367 15	4,335,552 72	8
19,896 81	38,333 86	.....	695 00	2,735 00	.....	92,865 61	9
37,930 74	30,448 92	9,514 68	1,668 17	1,389 35	2,378 46	104,245 63	10
142 98	213 70	.....	.....	.....	13,036 17	13,392 85	11
3,008 26	.....	.....	.....	.....	.....	3,258 26	12
25,140 85	12,298 51	4,000 00	.....	21,353 11	2,221 13	137,340 08	13
46,502 66	61,197 91	88 00	.....	.....	13,230 82	121,234 76	14
842,787 43	494,945 54	.....	.....	.....	48 52	1,337,781 49	15
1,063 39	526,872 17	74,983 11	.....	.....	.....	602,918 67	16
47,477 93	67 82	.....	74,294 91	498,770 73	28,769 41	694,160 29	17
156,372 07	191,249 62	6,475 86	1,113 99	5,658 71	42,410 75	516,174 79	18
.....	.....	.....	.....	.....	103,650 15	103,650 15	19
48,151 43	48,151 41	.....	.....	.....	.....	96,303 84	20
.....	.....	.....	.....	29,235 41	.....	29,235 41	21
.....	.....	.....	.....	.....	11,919 37	11,919 37	22
1,629,330 30	5,071,300 03	166,795 92	86,319 83	581,165 90	219,081 93	8,200,032 92	
11,397,714 71	9,426,634 97	487,583 10	86,319 83	581,165 90	338,894 26	47,143,392 81	

O. DIONNE,  
*Accountant.*





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PART III.

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STATEMENT

SHOWING

TOTAL EXPENDITURE ON PUBLIC WORKS OF CANADA,

FOR

CONSTRUCTION, MAINTENANCE, &c.,

From 1st July, 1867, to 30th June, 1886,

By O. DIONNE, Accountant.

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No. 10.—ABSTRACT STATEMENT showing total Expenditure on Public Works of Canada for Construction, Maintenance, Repairs, &c., from 1st July, 1867 (Date of Confederation) to 30th June, 1886.

## 1867-1877.

Works.	Fiscal Year ended 30th June,					
	1868.	1869.	1870.	1871.	1872.	1873.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Construction.....	612,319 00	409,568 38	1,834,969 75	3,080,803 34	5,910,643 19	6,147,185 63
Maintenance and Repairs.....	606,182 22	649,513 65	746,695 44	745,376 66	897,316 94	1,380,234 02
Total, Railways and Canals.	1,218,501 22	1,059,082 03	2,581,665 19	3,826,180 00	6,807,960 13	7,527,419 65
Construction.....	167,558 38	160,717 42	264,781 69	754,998 66	1,295,770 11	1,274,891 19
Maintenance and Repairs.....	122,309 62	135,846 69	157,484 12	182,531 93	226,564 46	470,385 55
Total, Public Works.....	289,868 00	296,564 11	422,265 81	937,530 59	1,522,334 57	1,745,276 74
Grand Totals.....	1,508,369 22	1,355,646 14	3,003,931 00	4,763,710 59	8,330,294 70	9,272,696 39

Works.	Fiscal Year ended 30th June,				Totals, to 30th June, 1877.
	1874.	1875.	1876.	1877.	
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Construction.....	5,165,752 65	6,733,737 22	6,886,978 96	7,340,898 76	44,122,856 88
Maintenance and Repairs.....	2,262,696 24	1,983,811 47	1,900,035 62	2,241,194 99	13,413,057 25
Total, Railways and Canals	7,428,448 89	8,717,548 69	8,787,014 58	9,582,093 75	57,535,914 13
Construction.....	1,564,072 02	1,657,489 47	2,107,023 36	1,365,738 35	10,613,040 65
Maintenance and Repairs.....	687,824 80	636,446 66	480,811 68	429,571 83	3,529,777 24
Total, Public Works.....	2,251,896 82	2,293,936 13	2,587,835 04	1,795,310 18	14,142,817 99
Grand Totals.....	9,680,345 71	11,011,484 82	11,374,849 62	11,377,403 93	71,678,732 12



**No. 10—ABSTRACT STATEMENT showing total Expenditure on Public Works of Canada for Construction, Maintenance, Repairs, &c., from 1st July, 1867 (Date of Confederation) to 30th June, 1886.—Concluded.**

**1867—1882.**

Works.	July, 1867, to 30th June, 1877.	Fiscal Year ended 30th June,				Totals to 30th June, 1882.
		1878.	1879.	1880.	1881.	
		\$	\$	\$	\$	\$
Construction.....	44,122,856 88	cts.	cts.	cts.	cts.	cts.
Maintenance and Repairs .....	13,413,057 25	6,487,080 35	5,571,152 32	8,232,965 48	7,160,697 31	7,362,097 55
		2,373,172 30	2,568,898 40	2,230,992 81	2,604,384 74	2,760,178 56
Total, Railways and Canals.....	57,535,914 13	8,860,262 65	8,140,050 72	10,463,958 29	9,765,082 05	10,122,276 11
Construction.....	10,613,040 65	885,841 25	558,933 11	732,768 59	1,129,943 86	1,065,039 64
Maintenance and Repairs.....	3,529,777 34	432,297 82	505,287 90	470,113 03	362,169 83	502,610 69
Total, Public Buildings.....	14,142,817 99	1,318,139 07	1,264,191 01	1,202,881 62	1,492,113 69	1,567,640 33
Grand Totals.....	71,678,732 12	10,178,391 72	9,404,241 73	11,666,839 91	11,257,195 74	11,689,916 44
						125,875,317 66

**1867—1886.**

Works.	1st July, 1867, to 30th June, 1882.	Fiscal Year ended 30th June,				Totals to 30th June, 1886.	Remarks.
		1883.	1884.	1885.	1886.		
		\$	\$	\$	\$	\$	
Construction.....	cts.	cts.	cts.	cts.	cts.	cts.	
Maintenance and Repairs.....	78,936,849 89	13,565,164 58	15,936,425 61	13,194,766 10	8,544,974 97	130,178,171 15	Amount expended
	25,950,684 06	3,129,679 80	3,220,775 88	3,292,813 81	3,358,406 34	38,943,359 89	on Construction,
Total, Railways and Canals.....	104,887,533 95	16,685,844 38	19,157,201 49	16,487,569 91	11,903,381 31	169,121,551 04	&c.....
Construction.....	cts.	cts.	cts.	cts.	cts.	cts.	Amount expended
Maintenance and Repairs.....	15,185,557 10	1,475,488 18	2,924,819 68	2,196,662 63	2,265,185 06	24,047,712 65	on Maintenance,
	5,802,226 61	537,932 68	637,720 89	558,317 79	663,834 95	8,200,032 92	&c.....
Total, Public Works.....	20,987,783 71	2,013,420 86	3,562,540 57	2,754,980 42	2,929,020 01	32,247,745 57	Grand Total....\$201,369,276 61
Grand Totals.....	125,875,317 66	19,699,265 24	22,719,742 06	19,242,550 33	14,832,401 32	201,369,276 61	O. D.

MEMO. :—

Amount expended

on Construction,

&c.....

Amount expended

on Maintenance,

&c.....

Grand Total....\$201,369,276 61



# INDEX.

## PART I.

### CONSTRUCTION, &c.

	1867 to		
	1877.	1882.	1886.
	Page.	Page.	Page.
Comparative Statements of Expenditure.....	8	32	48
Abstract Statements of yearly expenditure in each Province....	10 to 19	34 to 39	50 to 57
Comparative Statements of yearly expenditure in each Province	20	39	58
Memo.— <i>Re</i> Works transferred to Local Governments, &c .....	22		
Statements showing amounts contributed by Municipalities, &c.	24	40	59 & 60
Abstract Statements of expenditure in each Province.....	26	42	62
Expenditure on account Works authorized by Special Acts of Parliament.....	28	44	61
Expenditure on account Capital and Income .....	30	44	6
Expenditure on account Capital and Income in each Province..	30	46	
Expenditure prior to, and since Confederation. ....		47	
Expenditure on account Ottawa Parliament and Departmental Buildings.....			

## PART II.

### REPAIRS, &c.

Comparative Statements of Expenditure.....	70	84	94
Abstract Statements of yearly expenditure in each Province.....	72 to 81	86 to 91	96 to 103
Abstract Statement of expenditure in each Province.....	82	92	104

## PART III.

Total Expenditure for Construction, Maintenance, &c .....	108	109	109
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